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1876



MIDLAND RAILWAY.

Rules and Regulations

FOR THE GUIDANCE

OF THE

OFFICERS AND MEN

IN THE SERVICE OF THE

MIDLAND RAILWAY COMPANY. (42)

SEPTEMBER, 1876.

BEMROSE AND SONS, PRINTERS, 10, PATERNOSTER
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16



H.3558.

*At a Meeting of the Board of Directors of the
Midland Railway Company, held at Derby, on the
Eighteenth day of April, 1876,*

It was Resolved,

*That the following Rules and Regulations
be, and the same are hereby approved and adopted for the
guidance and instruction of the Officers and Men in the
Service of the Midland Railway Company.*

(Signed)

E. S. ELLIS,

Chairman.

By Order,

JAMES WILLIAMS,

Secretary.

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GENERAL REGULATIONS.

Conditions of
service.

1. Every person employed by the Company must devote himself exclusively to their service, residing at whatever place may be appointed, attending at such hours as may be required, paying prompt obedience to all persons placed in authority over him, and conforming to all the Rules and Regulations of the Company.

Regulations and
Working Time-
table—to whom
supplied.

2. Every Stationmaster, Inspector, Enginedriver, Fireman, Guard, Signalman, Policeman, Ganger, Foreman, Shunter, Yardman, and Gateman, and also every Clerk and Porter connected with the working of the Railway, is to be sup-

plied with, and shall have with him when on duty, and produce when required, a copy of these Rules and Regulations, and of the Working Time-table for the current month.

**Regulations —
all persons must
know and com-
ply with.**

3. Although the Rules and Regulations given hereafter under different heads are made specially for the observance of the servants employed in doing the work required by such Rules and Regulations, yet every such person must make himself thoroughly acquainted with them, and will be held responsible for a knowledge of, and compliance with, the whole of them.

**All persons must
assist in carrying
out the Regula-
tions.**

4. Every servant is required to assist in carrying out the Rules and Regulations, and must immediately report his superior officer any infringement thereof,

or any occurrence affecting the safe and proper working of the Traffic, which may come under his notice.

Lost copies must
be replaced.

5. Any servant of the Company who may have lost his copy of the Rules and Regulations, or Time-table, is required immediately to obtain another copy from his superior officer.

Addresses of ser-
vants.

6. The address of each person employed in the working of the Railway must be registered at the Station to which he is attached, or at which he is paid, and must be posted in the Stationmaster's office, so that, if required in cases of emergency, the men may be readily found. Any change of address must be notified to the Stationmaster, in order that the record may be kept perfect.

Absence from,
and exchange of
duty.

7. No servant is allowed, under any circumstances, to absent himself from duty, or alter his appointed hours of attendance, or exchange duty with any other servant, without the special permission of his superior officer. In case of illness, he must immediately report the circumstance to his superior officer.

Uniform—wear-
ing and care of.

8. Every person receiving uniform is to appear in it, when on duty, clean and neat, with the number and badge perfect; and if any article provided by the Company be damaged by improper use, he will be required to make it good.

Property of the
Company not to
be converted to
any person's own
use.

No servant is allowed to convert to his own use any article, the property of the Company, and, if guilty of such misconduct, he will be verely punished.

Conduct of servants.

9. The conduct of all servants must be prompt, civil, and obliging. They must at all times afford every proper facility for the business to be performed, be careful to give correct information, and, when asked, give their names without hesitation.

Security for faithful service.

10. All officers, clerks, and persons holding situations of trust, will be required to find security for their faithful services, the amount and conditions of which security will be stated upon appointment.

Travelling without tickets or passes forbidden.

11. No officer or servant of the Company is allowed to travel on the Railway unless provided with a proper ticket, or free pass; nor is he allowed to ride

Riding on Engine or in Breakvan, without special authority, forbidden.

on the Engine, or in the Breakvan, or in any vehicle in which luggage or parcels are

conveyed, unless in the execution of his duty, without written or printed permission from a properly authorised officer of the Company.

Refreshment
Rooms--entering
without special
permission for-
bidden.

12. No Enginedriver, Guard, Fireman, Signaller, Policeman, Porter, or other servant of the Company, while on duty, is allowed to enter a Station Refreshment Room, except by permission of the Stationmaster, or person in charge of the Station.

Fees or gratui-
ties must not be
accepted.

13. No money or gratuity, in the shape of fee, reward, or remuneration, is allowed to be taken from passengers or other persons, by any servant of the Company, under any pretence whatever, even although the regular hours of duty shall have expired.

Trading forbid-
den.

14. No servant of the Company is allowed to trade, either directly or indirectly, for himself or others.

Misconduct pun-
ishable.

15. The Company reserve the right to punish any servant by immediate dismissal, fine, or suspension from duty, for intoxication, disobedience of orders, negligence, misconduct, or absence from duty without leave; and to deduct from the pay of their servants, and retain, the sums which may be imposed as fines, and also their wages during the time of their suspension, or absence from duty from any cause.

Leaving service
—notice requi-
site.

16. No servant is allowed to quit the Company's service without giving the notice required by the terms of his engagement.

On leaving service, uniform and all property of the Company to be returned.

17. When a man leaves the service, he must immediately deliver up his uniform and all other articles belonging to the Company, and no money due for wages to any man leaving the service will be paid until his clothing, book of rules, lamps, flags, tools, detonators, and all other articles, the property of the Company, which may have been supplied to him, shall have been delivered up in accordance with the Company's regulations. If not delivered up, or if any article be missing, or be damaged by improper use, the cost of such article, or of the repair of such damage, shall be a debt due from the man to the Company, and may be deducted from any pay then due, or, if such pay be found insufficient to meet the claim, will become a debt recoverable at law.

Testimonials
and letters of re-
commendation.

18. All testimonials and letters of recommendation will, if required, be returned by the Company at the time the person whom they concern leaves the service, except such as are addressed to the Company, or their officers.

Getting between
vehicles to cou-
ple or uncouple
them.

19. All servants must exercise proper care in getting between vehicles for the purpose of coupling or uncoupling them.

Trespassing on
Line.

20. No Trespassing upon the Railway must be allowed, and no person must be permitted to walk on the Line, unless provided with written or printed permission to do so, signed by a properly authorised officer of the Company. In the event of any person trespassing, and refusing to quit when requested to do so, the name and address of

such person must be obtained, and the circumstances reported to the nearest Station-master.

Specials
run without
notice.

21. Special Trains or Engines have frequently to be run without previous notice of any kind; it is therefore necessary for the staff along the Line to be, at all times, prepared for extra Trains or Engines.

Public safety of
first importance.

22. The safety of the public must, under all circumstances, be the chief care of the servants of the Company.

"Main Line"
means running
Line.

23. Whenever the term "Main Line" is used, it means the running Line of any Railway, or Branch.

"Train" in-
cludes "Light
Engine."

Whenever the word "Train" is used, it must be understood to include "Light Engine," *i.e.*, Engine without a Train.

"Goods Train"
includes "Goods
Mineral, Cattle,
and Ballast
Trains."

Whenever the words "Goods Train" are used, they must be understood to include "Goods, Mineral, Cattle, and Ballast Trains."

UNIFORM TIME TO BE KEPT BY GUARDS, AND AT ALL STATIONS.

Greenwich time
sent daily.

24. Greenwich time, which is adopted throughout all the Railways in Great Britain, will be sent to the principal Stations daily, by telegraph, in accordance with the special regulations on the subject, and

Clocks to be
regulated.

Clocks must be regulated accordingly.

Instructions.

25. In order to insure uniform time being kept at all the Stations on the

Line, to which time is not telegraphed, the following regulations must be strictly observed :—

(a.) Each Guard must, before starting on his journey, satisfy himself that his Watch is correct with the Clock at the Station from which he starts, and must again compare it, and regulate it, if necessary, by the Clock at the Station where his journey ends, before commencing his return journey.

(b.) The Guard in charge of the first Down Passenger Train starting after 10 a.m., stopping at all Stations on the portion of the Main Line or Branch over which it runs, must, on his arrival at each Station, give the Stationmaster or other person in charge, the precise time, in order that the Station Clock may be regulated accordingly ; and, in the event

of the time given by the Guard differing from that of the Station Clock, the latter must be altered to agree.

(c.) The Stationmasters will be held responsible for keeping their Clocks properly regulated in accordance with this order, and the Clock Contractor for the district must be immediately advised when any of the Clocks are out of repair, or are not keeping correct time. In the event of his failing to give immediate attention to the matter, the circumstances must be reported to the Superintendent of the Line.

SIGNALS.

Description.

26.

RED	is a signal of	"DANGER"—STOP.
GREEN	"	"CAUTION"—GO SLOWLY.
WHITE	"	"ALL RIGHT"—GO ON.

HAND SIGNALS.

Hand Signals.

27. These Signals will be made by Hand, or with Flags, by day; and with Lamps by night, or in foggy weather.

Danger Signal.

28. In the absence of Flags—

Both arms raised above the head denotes "Danger," thus:—



Caution Signal.

One arm raised above the head denotes "Caution," thus:—



All Right Signal.

One arm held in a horizontal position across the Line of rails denotes "All Right," thus:—



Caution Signal when given by a white light.

29. In the absence of a Green Light, a White Light waved slowly from side to side denotes "Caution"—Go slowly.

Any light moved up and down or waved violently denotes "Danger."

30. In the absence of a Red Light, any Light moved up and down or waved violently, denotes "Danger"—Stop.

Hand Signals
must be held in
the hand.

31. Hand Lamps and Hand
Flags, when used as Signals,
must always be held in the hand, and not
placed upon, or stuck into the ground.

FIXED SIGNALS.

Fixed Signals
consist of Home,
Distant, and
Starting Signals.

32. Fixed Signals consist of
Home Signals, Distant Signals,
and Starting Signals.

Semaphore Sig-
nals adopted on
majority of
Lines.

33. On the majority of Lines
SEMAPHORE Signals are adopted,
but other forms of Signals are used as Home
and Distant Signals by some Companies.

Semaphore Sig-
nals shown from
left hand side of
post.

34. The Semaphore Signals are
constructed with Arms for day
signals, and Lamps for night.

The Signal is invariably made by the Arm on the left hand side of the post, as seen by the driver of an approaching Engine.

Semaphore Danger Signal.

35. The Danger Signal is shown, in the day time, by the Arm on the left hand side of the post being raised to the horizontal position, thus:—

and by the exhibition of a **red** light by night.



Semaphore Caution Signal.

36. The Caution Signal is shown, in the day time, by the Arm on the left hand side of the post being placed half-way to the horizontal position, thus:—

and by the exhibition of a **green** light by night.



Semaphore All
Right Signal.

37. The All Right Signal is shown, in the day time, by the Arm on the left hand side being lowered to the post, thus :—

and by the exhibition of a **white** light by night.



HOME SIGNALS.

Home Signals.

38. Home Signals are placed at Stations, Junctions, Sidings, and Signal Boxes, and when at Danger no Train or Engine must pass them, or foul the crossings or points to which they apply, except as prescribed in Regulations 41, 49, 154, and 275.

Home Signals at Junctions are, as a rule, so placed as to indicate by their positions the Lines to which they apply.

Home Signals at
Junctions not to
be passed at
Danger.

39. Home Signals at Junctions must never be passed when at Danger.

Trains required
to be brought
within such
Home Signals.

When a Train has stopped at a Junction Home Signal, and it is necessary to bring the Train within the Home Signal before the section ahead is clear, the Signalman may, where a Starting Signal is provided, and that Signal is at Danger, lower the Home Signal for the Train to draw ahead. The Enginedriver of any Train which has been thus stopped at a Junction Home Signal must, after that Signal has been lowered, go slowly forward, as far as the Line is clear, towards the Starting Signal, but must not pass that Signal until it is lowered.

Home Signals
(other than at
Junctions) not to
be passed at
Danger, where
there are Start-
ing Signals.

40. Home Signals at Stations, Sidings, and Signal Boxes (other than at Junctions) where there are Starting Signals, must never be passed when at Danger.

Trains required
to be brought
within such
Home Signals.

When a Train has been stopped or brought nearly to a stand at the Home Signal of a Station, Siding, or Signal Box (other than at Junctions) where Starting Signals are provided, and it is necessary to bring it within the Home Signal before the Block section ahead is clear, the Signaller may, if the Starting Signal is at Danger, lower the Home Signal for the Train to draw ahead.

The Enginedriver of any Train which has been thus stopped or brought nearly to a stand at a Home Signal, must, after that

Signal has been lowered, go slowly forward, as far as the Line is clear, towards the Starting Signal, but must not pass that Signal until it is lowered.

Short Train or
Light Engine.

In the case of a short Train or Light Engine, the Enginedriver must only proceed so far as is necessary to leave the last vehicle well clear of the points and crossings, and within sight of the Signalman.

Home Signals
(other than at
Junctions) where
there are no
Starting Signals.

41. Home Signals at Stations, Sidings, and Signal Boxes (other than at Junctions) where Starting Signals are not provided, must never be passed when at Danger, except as follows :—

Trains required
to be brought
within such
Home Signals.

When a Train has been stopped or brought nearly to a stand at

the Home Signal, and it is necessary to draw it within such Signal before the Line ahead is clear, the Enginedriver must, on receiving verbal instructions from the Signaller, draw past the Home Signal, **so as to bring his Train under its protection**; if the Signaller is too far from the Enginedriver to be able to communicate verbally with him, the Enginedriver must, upon the receipt of the necessary signal by Hand Lamp or Flag from the Signaller, pass the Home Signal, and draw cautiously towards the Signal Box, as far as the Line is clear, and there await the verbal instructions of the Signaller. The Hand Signals for this purpose must be given only by a green light or a green flag.

DISTANT SIGNALS.

Distant Signals.

42. Distant Signals are fixed at a

considerable distance from the point at which the Home Signal is placed, and are worked by a wire. They are constructed to exhibit the Danger and All Right Signals only, except in some cases where they are constructed to exhibit the Danger and Caution Signals only.

Shape of Sema-
phore Arms
when used as
Distant Signals.

43. Where the Sema-
phores are used as
Distant Signals, the Arms are con-
structed thus:—



Home and Dis-
tant Signals on
same post.

44. Where it is found necessary
to place the Distant Signal arm
from a Box in advance, on the Home or Start-
ing Signal post of the Box in the rear, the

Distant Signal must be the lower, and the Home or Starting Signal the upper arm of that post.

Use of Distant
Signal.

45. Distant Signals must be placed at Danger immediately they are passed by a Train or Engine, and must not, where the Block working is in operation, be again taken off, except as prescribed by the Block Telegraph Regulations. They must also be placed at Danger whenever any obstruction or danger exists upon the Line they are intended to protect, and the Danger Signal must remain exhibited until the obstruction or danger is removed.

Use of Home
Signal.

46. Whenever the Distant Signal is at Danger, the Danger Signal must also be exhibited at the Home Signal, except that in the case of an approaching Train for

which both the Signals have been taken off, the Distant Signal must be placed at Danger as soon as the Engine of the Train has passed it, and the Home Signal be allowed to remain at All Right, or Caution, as the case may be, until the Train has passed it, or has been brought to a stand.

When a Home Signal has been lowered for the passing of a Train, it must not (except in case of accident or obstruction) be again placed at Danger until such Train has been brought to a stand, or has passed within the Home Signal.

Observance of
Distant Signals.

47. When an Enginedriver finds a Distant Signal at Danger he must immediately shut off steam, and reduce the speed of his Train, **so as to be able to stop at the Distant Signal post ;**

but if he sees that the way in front of him is clear, he must proceed slowly and cautiously within the Distant Signal, having such control of his Train **as to be able to stop it short of any obstruction** that may exist between the Distant Signal and the Home Signal, and must bring his Train to a stand as near the Home Signal as the circumstances of the case will allow.

STARTING SIGNALS.

Starting Signals.

48. Where Starting Signals are used, they are placed in advance of the Home Signals of the Station, Junction, or other Post to which they apply, and are intended to control the departure of Trains into the section ahead. Starting Signals must

Not to be passed
at Danger.

never be passed when at
Danger.

Home, Distant, and Starting Signals apply only to Trains running in the proper direction.

49. Home, Distant, and Starting Signals apply only to Trains or Engines running in the proper direction on the Main Lines, and must not be used for any other purpose. Trains or Engines running in the wrong direction on either Line must be signalled past the Home Signal by Hand Lamp or Flag. Trains or Engines shunting from one Main Line to the other, or shunting into, or out of, Sidings connected with the Main Line, must, unless special signals are provided for the purpose of signalling such operations, be signalled past the Home Signal, either verbally, or by Hand Lamp or Flag, as occasion may require; it being necessary, in such cases, that the Danger Signal should be exhibited at the Home Signal, as well as at the Distant Signal, for the protection of the Train or Engine so employed.

Mode of Signalling during shunting, and to Trains running in wrong directions.

Defective Signals
—temporary ar-
rangements until
again in order.

50. Every Stationmaster, Signalman, Gateman, or other person must, in the event of any Home, Distant, or Starting Signal under his charge becoming defective, strictly carry out Regulation 149, and a competent man, or, if necessary, two or more competent men must be selected, provided with the necessary Hand Signals and Detonators, and appointed to signal in lieu of such defective Signal, until it is again in proper working order.

Where the circumstances of the case admit of such an arrangement, the Stationmaster must select proper men from his own staff for the purpose; but where this cannot be done, he must apply to the nearest Ganger for competent Platelayers.

Signal not
shown, or im-
perfectly shown.

51. *The absence of a Signal at a place where a Signal is ordinarily shown, or a Signal imperfectly exhibited, must be considered a Danger Signal, and treated accordingly, and the fact reported to the Signaller or Stationmaster.*

DETONATING SIGNALS.

Detonators—
supply of.

52. Every Guard, Signaller, Enginedriver, Gateman, Foreman of Works, and Ganger of Platelayers, will be provided with packets of Detonators, which they are always to have ready for use whilst on duty ; and every person in charge of a Station must keep a supply of these Signals in a suitable place, known by, and easy of access at all times to, every person connected with the Station.

All the persons above named will be held responsible for keeping up the proper supply of Detonators.

How to be
placed on rail.

53. These Signals must be placed on the rail, label upwards, by bending the clasp round the upper flange of the rail to prevent their falling off. When an Engine passes over a Detonator, it explodes with a

Train to be
stopped on ex-
plosion of Deto-
nator.

loud report, and the Engine-driver must instantly shut off steam, and bring his Engine to a stand, and then proceed cautiously to the place of obstruction, or until he receives an All Right Signal.

Must be care-
fully handled.

54. Detonators must be carefully handled, as they are liable to explode if roughly treated. It is necessary to keep well protected from damp. At inter-

Stock must be
tested.

vals of not more than two months, one from each person's stock must be tested, to ensure that they are in good condition.

TRAIN SIGNALS.

Distinctive
Head Lamps
or Discs.

55. For the information of Stationmasters and Signalmen, each Engine must carry the distinctive Head Lamps or Discs, prescribed by the Company. The Lamps must always be carried in their proper positions whether they are lighted or not.

Tail, Side, and
Head Lights,
after sunset.

56. After sunset and during foggy weather, every Engine must carry the necessary Head Lights, and when running alone, a Red Tail Light also; and every Train must carry a Red Tail Light and two Red Side Lights in the rear of the Train.

Tail Lamp to
indicate last
vehicle.

57. Every Train travelling on the Line must have a Tail

Lamp attached to the last vehicle, by day as well as by night. The Lamp need not be lighted in the day time, except during foggy weather or snow-storms, but its presence in the rear of each passing Train will furnish evidence to every Signalman along the Line, that no portion of the Train has become detached on the road.

Engine Tail
Lamp.

58. Engines when running on the Main Line without a Train, must carry a Tail Lamp in the rear, both by day and by night.

Engines assisting Trains in the rear must carry a Tail Lamp.

Engines drawing Trains must not carry any Tail Lamp in the rear.

In the case of two or more Engines running coupled together without a Train, the last Engine only must carry a Tail Lamp.

Special Trains—
following.

59. A Special Train to follow is indicated by the preceding Train carrying on the last vehicle a Red Board or a Red Flag by day, and an additional Red Tail Lamp by night, but as Special Trains or Engines have frequently to be run without previous notice of any kind, it is necessary for the staff along the Line to be, at all times, prepared for such extra Trains or Engines.

Parallel Lines—
Special regulations as to Head, Side, and Tail Lights.

60. Where Trains run on Parallel Lines, special regulations for Head, Side, and Tail Lights will be made, when necessary, to meet the circumstances of each case.

SIGNALLING IN FOGGY WEATHER, OR DURING SNOW-STORMS.

Stationmasters
responsible for
employing Fog-
signalmen when-
ever necessary.

61. During foggy weather or snow-storms, it is the duty of the Stationmaster to take care that Fogsignalmen are employed, when necessary, at all the places where their services are required, and, where Platelayers are employed for the purpose, to arrange beforehand with the Inspector of Permanentway for the district, the Platelayers who are to act as Fogsignalmen at the various Posts.

Fog or snow-
storm, in day-
time.

62. In the event of a fog or snow-storm occurring during the day, between 6 A.M. and 8 P.M., the men appointed for the purpose must at once re-

port themselves to the Stationmaster, and take his instructions; those who have to take duty at Junctions or intermediate Signal Boxes away from a Station, must report themselves to the Signaller on duty at the respective Boxes.

Employment of
Fogsignalmen
in the night.

63. When it is necessary to employ Fogsignalmen during the night, between 8 P.M. and 6 A.M., the Stationmaster must arrange to have the men called and sent to their respective Posts. If the Fogsignalmen become aware from their own observation, or from information given to them, that their services are required during the night, or at any other time when off duty, they must at once report themselves to the Stationmaster, or to the Signaller at any Junction or intermediate Signal Box away from a Station, without waiting to be

called; but this will not relieve the Stationmaster from the responsibility of sending for the Fogsignalmen when necessary.

Addresses and
Posts of Fog-
signalmen.

64. A list of the names and addresses of the Fogsignalmen, showing the Post to which each man is appointed, must be kept exhibited in a conspicuous position in the Stationmaster's office, Signalman's Box, or other convenient place.

Articles supplied
to Fogsignalmen.

65. Each Fogsignalman must, before proceeding to his Post, be supplied with Detonators (not less than 24), a Hand Signal Lamp, trimmed and lighted; and a Red and a Green Flag. If signalling for a Distant Signal he must place himself outside the Signal in connection with which he works, and as far from it as is consistent

with his keeping it well in sight ; and whenever a Train or Engine has passed him in the direction of the Box from which the Signal is worked, or whenever the Signal is placed at Danger, he must immediately fix two Detonators, ten yards apart, on one rail of the Line for which he is signalling, and when he is satisfied that the Train or Engine has gone forward, that the Line is clear and the Distant Signal taken off, he must remove the Detonators. If he becomes aware of any obstruction existing on the Line in the immediate neighbourhood of the Signal for which he is signalling, either from a Train or Engine not having gone forward, or from any other cause, he must leave the Detonators on the rail and go back along the Line, showing a red light with his Hand Lamp, a sufficient distance to protect such obstruction, and must there place on one rail of the Line

for which he is signalling two Detonators, ten yards apart, and return to within sight of the Distant Signal; and when he is satisfied that the obstruction has been removed, he must go and take up the more distant Detonators, and return to his Post.

When Fogsignalmen are employed in connection with Home Signals, they must place two Detonators on one rail of each Line for which the Signal is at Danger, and carry out any instructions they may receive from the Signalman on duty.

Guards not to
rely on Fogsig-
nalmen for pro-
tection of Trains.

Guards must, in all cases,
act strictly in accordance with
Rules 213, 214, and 219, and must not
depend upon Fogsignalmen for the protec-
tion of their Trains.

Detonators to be
kept at Stations
and in Signal
Boxes.

66. A sufficient supply of Detonators, for the use of the Fogsignalmen, must be kept at the Stations and in the Signal Boxes in connection with which the men are employed. If the number first supplied to the men is likely to become soon exhausted, they must communicate with the nearest Station or Signal Box, and obtain a further supply.

Reliefmen.

67. The Stationmasters (when Porters are employed), or Inspectors of Permanentway or Gangers (when Platelayers are employed), must arrange for Reliefmen should the fog or snow-storm continue; and if the Fogsignalmen are out more than six hours, arrangements must be made by the Stationmasters for furnishing them with needful refreshments.

Refreshments to
Fogsignalmen.

Stationmaster
to satisfy himself
that Fogsignal-
men are at their
Posts.

68. The Stationmaster must, in all cases, satisfy himself that the Fogsignalmen have duly proceeded to their respective Posts, when it is necessary for them to do so; and, where the Fogsignalmen are numerous, a competent man must be appointed to visit them at their Posts, and see that they are properly performing their duties, and are supplied with the necessary signals, furnishing them with a further supply of Detonators, if required.

Lamps to be
lighted.

69. In foggy weather or snowstorms, when the Day Signals cannot be seen plainly, the Signal Lamps must be lighted, and kept burning.

Working of
Signal apparatus
to be examined.

70. During falls of snow, the working of the apparatus in

connection with the Signals must be frequently examined by the Signalman, and by the Fogsignalmen when they are employed at Home and Distant Signals, in order to see that nothing interferes with the true working of the arms or discs, and lamps, and that the lamp-glasses and spectacles are kept clear from snow, and also that the wires work freely over the pulleys. If no Fogsignalman is employed, the Ganger of the Permanent-way must provide for this duty being performed while the snow, or its effect, continues.

Trains following
each other.

71. Where the Line is not worked under the Block System, no Passenger Train must, during foggy weather or snow-storms, follow a Goods Train, nor must a Fast Goods Train follow a Stopping Passenger Train from a Station, nor pass a Signal Box where Trains are ordinarily sig-

nalled, within fifteen minutes, nor even then, until the Enginedriver has been properly warned of the time of the departure of the preceding Train, and where it will next stop.

REGULATIONS FOR WORKING THE TRAFFIC OF A DOUBLE LINE OVER A SINGLE LINE OF RAILS, DURING REPAIRS OR OBSTRUCTION.

Accidents to be
immediately re-
ported.

72. When an accident, or obstruction of any kind, occurs on any part of the Line, it must be immediately reported by telegraph, or by the most expeditious means, to the next Station or Signal Box on each side of the place where the accident or obstruction has occurred, so

that notice may be given to the Engine-drivers and Guards of approaching Trains; also to the Heads of Departments, to the Locomotive Station where the Break-down Vans for the district are kept, to the Traffic Inspector for the district, and to the Inspector of Permanentway. It must also be reported by telegraph to those Stations where the starting of other Trains is liable to be affected by the delay caused by the obstruction.

**When one Line
is blocked.**

73. Should the accident block one of the Lines of Railway so as to necessitate the passing of all up and down Trains upon a Single Line, immediate steps must be taken to establish Single Line working, when the following precautions must be adopted:—

**Appointment of
Pilotman.**

A competent person must be appointed as Pilotman, who must wear a dis-

tinctive badge, which, until the regulation badge can be obtained, must be a red flag tied round his left arm; and no Engine must enter upon any portion of the Single Line without the Pilotman being **PRESENT** and riding upon the said Engine, unless two or more Trains are required to follow in the same direction, in which case the Pilotman must order all Trains to proceed except the last, upon the Engine of which he must ride. If a special Engine is supplied for the use of the Pilotman, he must personally start the whole of the Trains, and must follow the last Train on the Engine provided for his use.

The regulation badge is a red armlet with "Midland Pilotman" in white letters upon it, and must be worn round the left arm, above the elbow.

Limit of Single
Line working.

74. Single Line working should

be confined to points at which there are Fixed Signals with a cross-over road, and at all times to the shortest length possible; but in the

When cross-over road, where there are no fixed Signals, is used.

event of a cross-over road not protected by Distant and Home

Signals being used for Single Line working, a competent man, with the necessary Signals, must be placed at least 1,200 yards beyond the cross-over road to signal in lieu of the Distant Signal, and another man (similarly provided) at the points to signal in lieu of the Home Signal. Should the distance of 1,200 yards fall within a tunnel, or close to the mouth of a tunnel nearest to the obstruction, or in any other position where, owing to

When Hand Signal at 1,200 yards cannot be plainly seen by Enginedriver.

the formation of the Line, or some other circumstance, the Enginedriver of an approaching

Train or Engine would be unable to obtain a distinct and distant view of the Signal, then

the Signal must be exhibited at the end of the tunnel farthest from the cross-over road, or at such a distance over and above the prescribed distance of 1,200 yards as may be necessary to ensure the Enginedriver obtaining a good and distant view of such Signal.

Forms to be used
for establishing
Single Line
working.

75. Three of the printed forms provided for the purpose of establishing Single Line working must be filled up and signed by the Stationmaster, or person in charge of the Single Line arrangements. One of these he must deliver to the Signaller in charge of the cross-over road at which the Single Line working commences; the second must be retained by the Pilotman; and the third conveyed by the Pilotman, or by a special messenger, to the person in charge of the other end of the Single Line. So soon as the person who has

made the arrangements for the Single Line working is satisfied that they are understood, Trains and Engines may be allowed to go on to the Single Line under the control and by the permission of the Pilotman.

NOTE.—It will generally be found most expeditious for the Stationmaster in advance of the obstruction to undertake the arrangements for Single Line working, as he will have a clear road in the proper direction on which the Pilotman can make his first journey; the Pilotman can commence Single Line working so soon as he is in possession of the acknowledgments from the men in charge of both ends of the Single Line.

Suspension of
Block Telegraph
working.

76. When Single Line is to be worked, the Block Telegraph working may be suspended by an order in writing from the person who arranges the Single Line working.

Enginedriver of
Train about to
enter upon Single
Line to be infor-
med that Single
Line is being
worked.

77. No Train or Engine must be allowed to enter upon the Single Line without the Enginedriver having first been informed by the Pilotman that Single Line is being worked.

Signalmen to
know Pilotman.

78. The Signalman at each end of the Single Line must know the man appointed as Pilotman, and must countersign the notice for Single Line working held by him; they must place their Signals at Danger and keep them so until both Lines are safe, and the ordinary working of the Traffic is resumed.

Transfer of Pas-
sengers where
both Lines are
blocked.

79. When both Lines are blocked and it becomes necessary to work Trains up to the point of obstruction on both sides, for the transfer of Passengers or any other purpose, Single Line

working must be arranged on both sides, between the nearest cross-over road and the point of obstruction, a Pilotman being appointed on each side, in accordance with these Regulations.

Speed of Trains. 80. Trains and Engines, when working over the Single Line, must be run cautiously and at reduced speed.

Forwarding of Passengers. 81. After making the necessary arrangements for the safety of the Passengers and Trains, it will be the duty of the Guards and Enginedrivers (if no superior officer be present) to arrange for the Passengers being forwarded as soon as possible, acting in strict accordance with these Regulations.

Points which become Facing Points to be held or secured. 82. All Points which become Facing Points to Trains running over the Single Line must be either held by

a competent man appointed to the duty, or so secured as to enable the Trains to pass safely over them.

Where there are
Catch Points.

83. Where there are Catch Points upon the Line, Stationmasters, Signalmen, and others must take care, before Single Line working is at any time put in operation over such Catch Points, that a man, provided with proper Signals, is placed at them, with special orders to remain there, and to hold them properly closed for the safe passing of each facing Train, until the order for Single Line working has been withdrawn, and the Double Line working resumed.

Enginedriver
to satisfy himself
that Catch Point
are held.

84. Enginedrivers are warned that when working Single Line, as above, they must not pass any Catch Points until they have assured themselves they are being held properly by a man at the place.

Change of Pilot-
man.

85. Should the Pilotman give up the working to another, the name of the second Pilotman must be substituted on new forms at both ends of the Single Line; but this can only be done by the person who arranged the Single Line working, and he, on doing so, must collect and retain the orders previously issued; and, on the resumption of the ordinary working, all orders which have been issued on Single Line working must be collected, and sent to the Superintendent of the Line.

After one Pilotman has been relieved by another, the Pilotman who has been relieved must not ride upon any Engine until he resumes duty as Pilotman.

Signalmen
changing duty.

Should the Signalmen be changed during the time the Single Line working is in operation, the man coming on

duty must be made acquainted, by the man going off duty, with the arrangements in force and with the person acting as Pilotman, and must countersign the order held by the Pilotman.

Pilotman to accompany first Train in each direction, after Double Line has been re-opened.

86. The Pilotman must accompany the first Train in each direction after the Double Line has been re-opened.

One Line blocked, owing to repairs or relaying, and Traffic worked on other Line.

87. Whenever it is necessary, in consequence of repairs to the road or relaying, to block one of the Lines and work the Traffic on the other, the arrangements for conducting the Traffic must be made in the same way as laid down in the foregoing Rules.

(Form referred to in Rule 75.)

MIDLAND RAILWAY.

SINGLE LINE WORKING DURING OBSTRUCTION.

_____ Station.

_____ 18
The _____ Line being
blocked between _____
and _____, all Traffic
will pass between those two places on the
_____ Line.

_____ will act as
Pilotman, and no Engine or Train is to be
allowed to pass on to the Single Line unless
he is present and personally orders the
Engine or Train to start.

This order is to remain in force until withdrawn by the Pilotman presenting my written authority.

(Signed) _____

To _____

* Noted by _____

at _____

* Noted by _____

at _____

* Noted by _____

Pilotman.

* These Signatures must be made on the copy held by the Pilotman.

The above Form must be filled up and used whenever it is temporarily necessary to work the Traffic of a Double Line over a Single Line.

Six of these Forms must be kept in a convenient place at each Station and at each intermediate Signal Box where there is a cross-over road, so as to be available at any moment night or day.

Before Single Line working is commenced, a copy of this Form must be signed by the person in charge at each end, and be kept by the Pilotman, who must see that each of the men signing the Form retains a copy for himself.

In the event of a Stationmaster himself acting as Pilotman, he must address and give the order to the person he leaves in charge of his Station.

If an intermediate place (not a Station) is used for crossing the Traffic from one Line to the other, the order must be addressed and given to the person in charge of that crossing.

Stationmasters and other persons in charge receiving this order will be held responsible that the Inspectors, Foremen, Signalmen, and others at their Station, are immediately made acquainted with the circumstances, and are instructed in their necessary duties.

GENERAL REGULATIONS FOR WORKING THE ABSOLUTE BLOCK TELEGRAPH.

Signalling by
Block Telegraph
does not dispense
with use of other
Signals.

88. The signalling of Trains on the Block Telegraph System does not in any way dispense with the use of Home, Distant, Starting, Hand, or Fog Signals, whenever and wherever such Signals may be requisite to protect obstructions on the Railway. The object of

Object of Electric Train Signalling.

the system of Electric Train Signalling is to prevent more than one Train or Engine being between any two Signal Stations on the same Line at the same time. This is accomplished by not allowing any Train or Engine to leave a Signal Station till the previous Train or Engine has been signalled as having arrived at or left the Signal Station next in advance.

Block Signal Instruments and Bells must only be used for signalling Trains.

89. The Block Signal Instruments and Bells are exclusively for the signalling of Trains, and must not, under any circumstances, be used for conversing nor for any other purpose than Block working, in strict accordance with the Company's Regulations, and they must only be used by the Signaller or other person specially appointed for the duty.

Signalling Instruments furnished to Signal Boxes.

90. The Signal Boxes at which the Block Telegraph working is in operation, are furnished with Instruments to signal for each Line of rails, and the system under which these Instruments are to be worked, and the mode of indicating the description of approaching Trains, will be laid down in the Code of Regulations supplied to Signalmen or exhibited in the Signal Boxes for the guidance of the persons in charge.

Absolute Block working.

91. On those portions of the Line worked on the Absolute Block System, a second Train or Engine must not be allowed to enter a section until the preceding Train or Engine has been signalled as having passed out of the section, except under the circumstances specified in Rules 100 and 101, to meet cases of Train or Telegraph failure. The

Danger Signal must be exhibited at both the Home and Distant Signals to protect Trains or Engines standing at Stations or intermediate Signal Boxes; and when any Train or Engine has gone forward into the onward section, the Starting and Advanced Starting Signals (where such are provided), which control the entrance of Trains and Engines into such sections, must also be put to, and kept at, Danger, until telegraphic information has been received from the Signal Box in advance that the preceding Train or Engine has passed out of the section. So long as the Starting Signals stand at Danger, the Home and Distant Signals must also be kept at Danger, except on the near approach of a Train which has to stop at the Station, when, after the speed of the Train has been reduced so as to admit of its stoppage at the platform, the Home Signal may be taken off

to admit the Train, but the Starting Signal must be kept at Danger until the Line is clear to the next Signal Station ahead.

**When Line is to
be considered
clear.**

92. Unless special instructions are given to the contrary, the Line must be considered clear, and the signal, Line Clear, be given immediately the last vehicle (with Tail Lamp attached) has passed the Home Signal post, except during foggy weather or snow-storms, when the signal, Line Clear, must not be sent to the Station in the rear, until the Train or Engine that has stopped at the Station has passed the Home Signal, and is proceeding on its journey, or has been shunted into a Siding clear of the Main Line.

Blocking section.

93. Should it become necessary to block a section, in consequence of a

breakdown obstructing the Line, or other circumstances taking place rendering it imperative that any approaching Train should be stopped, the Signaller at the Station where the obstruction takes place must use the means authorised by his regulations for preventing any Train leaving the Post in the rear.

Both Lines
fouled.

Should there be reason to suppose that both Lines are fouled, the Signaller must, without delay, block the Lines in both directions.

Obstruction outside Home Signal.

94. No obstruction must be allowed outside the Home Signal until the Signaller on duty has carried out the prescribed regulations to prevent any Train leaving the Signal Station in the rear.

Signalman seeing anything wrong in passing Trains.

95. If a Signalman observe anything unusual in a Train during its passage, such as signals of alarm by a passenger, tail lamp missing or out, goods falling off, a vehicle on fire, a hot axle-box, or other mishap, *except a Train divided*, (for which see Rules 99 and 178), he must give the Station in advance the signal to Stop and Examine Train, and the Signalman at the Station in advance must acknowledge such signal, and must immediately exhibit the Danger Signal at his Signals to stop any Train coming from or going towards the Post from which the signal was received. The Train, when stopped in obedience to the Stop and Examine Train signal, must be carefully examined and dealt with as occasion may require, and should any Train going in the opposite direction have been stopped, it must be allowed to proceed, after

satisfactory evidence has been obtained that the Line on which it is about to run has not been obstructed. Where practicable, the Signaller must also telegraph the Station in advance the cause of sending the Stop and Examine Train signal.

Train without
Tail Lamp on
last vehicle.

96. Should a Train pass a Signal Station without a Tail Lamp on the last vehicle, the Signaller must not telegraph Line Clear to the Station in the rear, but must call the attention of such Station in the authorised manner, and on gaining attention must give the Train passed without Tail Lamp signal. This signal having been acknowledged, the Signaller at the rear Station will thereupon stop any Train following, and verbally instruct the Engine-driver to proceed cautiously towards the
 , informing him why it is

necessary that he should do so. As soon as the Train, the Enginedriver of which has been cautioned, has passed the Signal Station from whence the Train passed without Tail Lamp signal was received, the Signalman there will re-commence signalling in the ordinary manner.

**Vehicle or Train
running back on
wrong Line.**

97. Should a vehicle or portion of a Train be running back in the wrong direction, the Signalman must call the attention of the Signalman at the next Signal Box towards which the vehicle or portion of the Train may be running, by giving the prescribed signal indicating that Vehicles are running back on wrong Line.

The Signalman who has received this signal must stop any Train about to proceed on the same Line, and take such protective measures as may be necessary, such as turning the run-

away Train across to the other Line or into a Siding, as may be most expedient under the circumstances.

Vehicle or Train
running away on
right Line.

98. If a vehicle or portion of a Train has escaped, and is running away in the proper direction on the right Line, the section in advance must be advised of the fact by giving on the bell or gong the signal, Vehicles running away on right Line. The Signalman receiving this signal must, if necessary, send the signal forward, and take such other measures as he may consider most expedient under the circumstances.

Train divided
when running on
a gradient.

99. In the event of a Signalman observing that a Train has become divided, and is running in two or more parts, the Train Divided signal is to be used. If the Train is running on

a falling gradient, where the stoppage of the first part would risk a collision with the second part, the Signalman receiving such signal, must immediately exhibit the Danger Signal at his Signals to stop any Train going towards the Post from which the signal was received, but if the Line on which the divided Train is running is clear ahead for it to run upon, he must not exhibit the Signals to stop the first portion, but must give the Enginedriver a Green signal, either by Flag or Hand Lamp, as occasion may require, waving the signal slowly from side to side. If the Train is running on a rising gradient, or where the Line is level, the Signalman receiving the signal must exhibit the Danger Signal at his Signals to stop any Train coming from or going towards the Post from which the signal was received. The Train when

stopped in obedience to the Train Divided signal, must be shunted into a Siding as expeditiously as circumstances will permit, or otherwise dealt with as may be necessary to prevent the second portion coming into collision with it. The Enginedriver, on seeing the Green signal waved slowly from side to side, will understand that his Train is divided, and must exercise great caution by looking out for the second portion, and taking care not to stop the portion attached to his Engine until he is satisfied that the rear portion has been stopped, or is running very slowly. He must, however, observe and obey any signals that may be exhibited against him. Should any Train going in the opposite direction have been stopped, it must be allowed to proceed after satisfactory evidence has been obtained that the Line on which it is about to run has not been obstructed.

Failure of Instruments or Bells.

100. In the event of any failure of the Instruments or Bells, so that the necessary signals cannot be forwarded and received, no Train must, under any circumstances, be allowed to pass a Signal Station into that section of the Line where the failure exists, without having been previously brought to a stand, and the Enginedriver and Guard advised of the circumstances. When this has been done, the Enginedriver must be verbally instructed to proceed cautiously to the Post in advance, so as to be able to stop short of any obstruction there may be on the Line. No Train must be allowed to follow another within five minutes; nor when

Tunnel intervening.

a tunnel intervenes in a Block section, within ten minutes, unless the Signaller on duty can satisfy himself that the tunnel is clear.

Repair of Tele-
graphic Appara-
tus.

Steps must be immediately taken to have the Telegraphic Apparatus put into working order again.

Breakdown Van
Trains.

101. To prevent delays to Breakdown Van Trains when proceeding to clear the Line, they must, in all cases, be signalled as Fast Passenger Trains, the signal Shunt for Passenger Train being given whenever the sections in advance are occupied by Trains which the Breakdown gang must pass to reach the scene of accident.

Replacing or as-
sisting disabled
Engine.

The same course is to be adopted in the case of an Engine proceeding to take the place of one that has failed, or of an Engine with or without a Train when sent forward to render assistance in cases of failure or accident to pre-
ceding Trains.

Suspension of
Block working.

102. Should any obstruction occur necessitating the working of Single Line, the person in charge, who gives the necessary instructions for so doing, may, at the same time, give written instructions for suspending the working of the Line by Block Telegraph. On the working of the Double Line being resumed, the order suspending the working of the Line by Block Telegraph must be cancelled by a written notice in the same manner and at the same time as the order for working Single Line is cancelled

STATIONMASTERS.

Responsibility
of Officers in
charge of Sta-
tions.

103. Every Stationmaster or person in charge of a Station is answerable for the security and protection

of the Office and Buildings, and of the Company's property there. He is also responsible for the faithful and efficient discharge of the duties devolving upon all the Company's servants, either permanently or temporarily employed at the Station, or within its limits, and such servants are subject to his authority and directions in the working of the Line. He is also responsible for the general working of the Station being carried out in strict accordance with the Company's Regulations, and must, as far as practicable, give personal attention to the shunting of Trains, and all other operations which, in any way, affect the safety of the Line.

Uniform of Stationmaster.

104. He must always appear in uniform when on duty, if uniform be supplied to him.

Daily inspection
of Station.

105. He must daily inspect the Station, and see that the rooms, offices, and platforms are kept neat and clean.

Office duties.

106. He must see that all orders and instructions are duly entered and executed, and that all books and returns are regularly written up, and neatly kept.

Conduct to
Passengers.

107. He must take care that all the servants at his Station behave respectfully and civilly to passengers of every class.

Cleanliness of
Servants.

108. He must take care that all the servants come on duty clean in their persons and clothes, and in the uniform supplied to them.

Station duties.

109. Every exertion must be made for the expeditious dispatch of the Sta-

tion duties, and for ensuring the safety of the public, and punctuality of the Trains.

Neglect of duty
to be reported.

110. The Stationmaster must report, without delay, to his Superior Officer, neglect of duty on the part of any of the Company's servants under his charge; and forward to him particulars of any complaint made by the public.

Leave of absence.

111. He must not be absent without leave from the Superintendent, except from illness, in which case he must immediately inform the Superintendent, and take care that some competent person is entrusted with his duties.

Stores.

112. He must be careful that all Stores are prudently and economically
d.

**Supervision of
Signalmen.**

113. He must satisfy himself that the Signalmen at, or attached to, his Station perform their duties in a proper manner, by night as well as by day; and in order to maintain a proper supervision over the men in this respect, it will be necessary for him frequently to visit the Signal Boxes.

**Cleaning, Trim-
ming, and Light-
ing Signal Lamps**

114. The greatest care must be exercised in the cleaning, trimming, and lighting of Signal Lamps, and Stationmasters will be held responsible for this work being efficiently performed. The Lamps must be lighted and extinguished in accordance with Regulations 183 and 188.

**Trimming of Oil
Burners.**

The Oil Burners of all Distant and other Fixed Signals must not be trimmed at the Signal posts, but must be brought to the Station, Lamp-room, or Signal Box, as

the case may be, each morning, and cleaned and trimmed there, and not replaced in the Signal Lamp until required to be lighted.

The Oil Burners of Platform Lamps must be taken to the Lamp-room every morning, and cleaned and trimmed, and not replaced until required.

**Inspection of
Signal Lamps.**

Stationmasters and others having Signals under their care, must frequently inspect the Fixed Signal Lamps, and satisfy themselves that they are at all times in good working order, and that the glasses and reflectors are well cleaned.

Roof Lamps.

At Stations where Roof Lamps are supplied to Trains, Stationmasters must see that the Lamps are properly cleaned and trimmed, and that no smoky, defective, or badly burning Lamp is placed in the Train.

At intermediate Stations where Roof Lamps are provided, Stationmasters must take care that the Lamps are examined on the arrival of the Train, and that any that may have gone out, or be burning badly, are replaced by newly-trimmed Lamps.

Fixed Scotch. 115. The Stationmaster must see that all Fixed Scotch Blocks at his Station are kept across the rail; that **Safety Points.** all Safety Points are closed against the Main Line, when it is not necessary that they should be open for the purpose of shunting; and that all vehicles are placed within such Scotch Blocks or Safety Points.

Facing Points
not worked from
locking-frame.

Facing Points not worked from a locking-frame must, in all cases, be securely fastened or held for the passage of Trains.

Vehicles to be
searched.

116. All vehicles shunted off at Stations, as empties, must be carefully searched. The windows of all

Windows to be
closed and Ven-
tilators open.

empty compartments must be closed when the carriages are standing on Sidings at the Stations, the ventilators being kept open.

Starting of
Trains.

117. No Train must be started before the time stated in the Time-tables ; and care must be taken that all carriage doors are fastened. The Signal to the Engine-driver to start must be given by the Guard, upon receiving intimation from the person in charge of the Station that all is right for the Train to proceed.

Name of Station
to be called out.

118. The Stationmaster must take care that immediately on the stopping of each Passenger Train, the name of the Sta-

tion is called out along the Train in a distinct and audible manner, and must pay immediate attention to any indication shown by the passengers of their desire to alight.

Carriage doors
not to be opened
when Train in
motion.

119. No carriage door must be opened to allow a passenger to alight from, or enter, a Train before it has come to a stand, or after it has started.

When a Passen-
ger Train over-
runs, or stops
short of, a plat-
form.

120. Should a Passenger Train in stopping at a Station, overrun, or stop short of, the platform, the Enginedriver must not move the Train back or draw it forward until he receives instructions from the Guard in charge to do so. Stationmasters, Guards, and others must at once take steps to prevent passengers leaving the carriages that are not at the platform; and as soon as the Guard in

charge has satisfied himself that all carriage doors are closed, and that no passengers are entering or leaving the Train, he must instruct the Enginedriver to put back or draw up to the platform as may be required. The Enginedriver must sound his whistle before moving his Train.

Interval of time
between Trains.

121. Where the Block System is not in operation, no Train or Engine must be allowed to follow any other Train or Engine on the same Line, within five minutes.

Trains following
each other.

122. Where the Line is not worked under the Block System, no Passenger Train must, during foggy weather or snow-storms, follow a Goods Train, nor must a Fast Goods Train follow a Stopping Passenger Train from a Station, nor pass a Signal Box where Trains are ordinarily sig-

nalled; within fifteen minutes, nor even then, until the Enginedriver has been properly warned of the time of the departure of the preceding Train, and where it will next stop.

Trains not to
stop where not
timed.

123. No Passenger Train must be stopped at a Station where it is not timed to call, for the purpose of taking up or setting down passengers, without the special authority of the General Manager or Superintendent of the Line.

Goods and Min-
eral Trains to
stop as marked
in Working
Time-table.

124. Goods and Mineral Trains must stop at the places specified in the Working Time-table, unless, on approaching a Station or Siding, a signal is given by the Stationmaster or Signaller, by Hand Lamp or Flag, that it is not necessary for the Train to stop. When this is done, the Train may

Exceptions.

run past the Station or Siding without stopping, unless there are waggons or goods to leave, when the Enginedriver will have instructions from the Guard to stop. In the case of a Train timed to stop at a Station or Siding when required, the Enginedriver of such Train must stop at the Station or Siding, unless he receives a Hand Signal to proceed without stopping.

Trains timed to
stop when
required.

Coupling of Carriages. 125. To prevent oscillation, and to secure the smooth and easy running of Passenger Trains, it is necessary that all the vehicles composing the Train should be so tightly coupled as to put sufficient strain on the drawbars to ensure the buffers being brought so firmly together as not to be separated by any change of gradient, or by the starting of the Train.

Stationmasters
at intermediate
Stations to
examine
Couplings.

Stationmasters at intermediate Stations must observe the state of the Couplings on the arrival of the Trains, and cause any that require it to be adjusted.

Examination.

126. At Stations where Carriage-examiners are kept, the Stationmaster, or person in charge, must, before starting the Train, satisfy himself that the examination of it has been completed, and that, so far as the Carriage-examiner is concerned, the Train is all right and fit to proceed.

At Stations where Examiners are not kept, steps must be taken to remedy any defect that may be observed in the running of the vehicles, by supplying oil or grease to the axle-boxes of any that may require it, or removing the defective vehicles from the Train, as may be found necessary.

**Examination of
Tail and Side
Lamps.**

127. On a Train stopping at a Station after sunset, or in foggy weather, the Stationmaster, or person in charge, must see that the Tail and Side Lamps are lighted, and in order.

**Passenger Trains
to take precedence.—No
other Train to
be started within
ten minutes of a
Passenger Train.**

128. Passenger Trains must, as a rule, take precedence of all other Trains; and, where the Block System is not in operation, no Goods, Mineral, or Ballast Train must be started from any Station, Siding, or Junction within ten minutes of a Passenger Train being due to leave. If, however, the Stationmaster or Signalman has ascertained by telegraph, or otherwise, that the Passenger Train, which is due to leave, is late, he may dispatch the Goods, Mineral, or Ballast Train, with a sufficient margin to admit of its reaching the next Station or Siding in time to

avoid delay to the Passenger Train, taking care specially to warn the Enginedriver and Guard of the Passenger Train when it arrives, and to inform them of the precise time when the Goods or Mineral Train was dispatched.

Information as
to running of
Trains.

129. Stationmasters and Signalmen are required to ascertain

how the Ordinary and Special Trains in their respective districts are running, and to give information to Guards. The Guard in charge

Shunting for
other Trains to
pass.

of a Train which should shunt for another Train to pass, must instruct the Enginedriver where to shunt, and on arriving at a Station, Junction, or Siding, where he should shunt for another Train to pass, must inquire whether the Train due to pass him there is late. The Guard must be informed as to the whereabouts of the Train, and, subject to the order of the

Stationmaster, or person in charge, must proceed or shunt as may be necessary. If he goes forward he must take care that there is ample time to reach the place he intends to proceed to, and get his Train shunted off the Main Line in accordance with Rules 130 and 166 ; and where the Block System is not in operation, the Stationmaster, or person in charge, must himself inform the Enginedriver of the following Train the time that has elapsed since the previous Train left.

Shunting of
Trains for others
to pass.

130. Where the Block System is in operation, Goods, Mineral, Cattle, and Ballast Trains must be shunted out of the way of Passenger Trains ; and Mineral, Slow Goods, and Ballast Trains must also be shunted out of the way of Fast Goods and Fish Trains at Stations or Sidings where there are Fixed Signals, in sufficient time to prevent the Passenger Train, Fast

Goods or Fish Train, respectively, being delayed by the Signals either at the Station where the Train is being shunted or at the Block Station in the rear.

Where the Block System is not in operation, Trains, as above, which have to be passed by any other Train must be shunted at Stations or Sidings where there are Fixed Signals, (unless the Train for which they have to shunt is late. See Rules 128, 129, 164, and 165) at least ten minutes before such Passenger Train or Fast Goods or Fish Train is due, and kept there till five minutes after it has passed. Wherever there is sufficient Siding accommodation to contain the Train it must not be shunted from one Main Line to the other, but always from the Main Line into the Siding.

Shunting Train
from one Main
Line to the other
to allow another
to pass.

131. When a Train or Engine has to be shunted from one Main Line to the other to allow

a following Train to pass, such Train or Engine must be set well within the Home Signal, so as to be efficiently protected by it from any Train or Engine approaching from the opposite direction.

Shunting
waggons at
Stations on
inclines—Wag-
gons to be
secured.

132. The Stationmaster, or person in charge, must take care that, while shunting waggons, or other vehicles, at Stations or other places situate on inclines, in addition to screwing the van breaks tightly down, a sufficient number of waggon breaks are pinned down, and sprags or hand-scotches used when necessary, to prevent the possibility of the Train, or any of the vehicles, running down the incline. At such Stations and other places a supply of sprags and hand-scotches must be kept for the purpose.

Sprags and hand-
scotches to be
kept at Stations.

Shunting wag-
gons into incline
sidings.

When waggons require to be shunted into incline Sidings, the trucks to be moved at one shunt must be limited to such a number as the Engine can push up without going at a violent or excessive speed.

Special Train
following.

133. The Stationmaster, or person in charge, at the starting point of a Special Train, is responsible for the Tail Board or Red Flag by day, and the extra Lamp by night, being affixed on the preceding Train, and for informing the Guard in charge of it of the description and destination of the Special Train. The Guard of a Train preceding the Special Train is required to see that the Tail Board, Flag, or extra Lamp is removed when no longer wanted, and he must inform the person in charge of each Station at which he stops of the description

and destination of the Train that is following.

Relief Trains.

Relief Trains, if run without previous written or printed notice, must be considered and treated as Special Trains ; and, in the case of those Trains of which no previous notice has been issued, the Station-master, or person in charge, at the starting point must see that telegraphic information is sent, when practicable, to the necessary Stations and Junctions.

Shunting operations to be protected.

134. No Engine or vehicle must be shunted or moved from one Main Line to the other, or from the Main Line into a Siding, or from a Siding on to the Main Line, until the proper Signals have been exhibited, in one or both directions, as may be required ; and care must be taken when the Main Line is about to be obstructed

after a Distant Signal has been placed at Danger for the purpose of protecting it, to allow sufficient time to elapse for any approaching Engine or Train which may have been near to or within such Signal before it was so placed at Danger, to pass before the obstruction is allowed.

Vehicles
detached at
Stations.

135. When vehicles are detached at Stations from the rear of Trains, and have to be shunted into Sidings, the Signaller must be at once informed of the fact, in order that he may keep the Signals at Danger for the protection of the Line; and, at night, in addition, a red light must be shown at the rear of the vehicles until they are safely placed in the Sidings.

Accidents to be
immediately
reported.

136. When an accident, or obstruction of any kind, occurs

on any part of the Line, it must be immediately reported by telegraph, or by the most expeditious means, to the next Station or Signal Box on each side of the place where the accident has occurred, so that notice may be given to the Enginedrivers and Guards of approaching Trains; also to the Heads of Departments, to the Locomotive Station where the Break-down Vans for the district are kept, to the Traffic Inspector for the district, and to the Inspector of Permanentway. It must also be reported by telegraph to those Stations where the starting of other Trains is liable to be affected by the delay caused by the obstruction.

In the event of an accident obstructing one Line of rails, so as to render it necessary to work the Traffic in both directions over a Single Line, the Regulations for Single

Line Working, as laid down in Rules 72 to 87, must be strictly adhered to.

Travelling
Cranes—
Removal of.

137. Before removing any Travelling Crane, the person in charge of it must see that the jib is properly lowered and secured, and so fixed that it will pass under the gauge; and, when it has to be removed by Train, it must, when practicable, be so placed that the jib will point towards the rear of the Train.

Use of Crane.

138. Whenever a Crane is in use in such a position that the jib, or any other portion of it, obstructs or fouls any Line of rails in use for Traffic purposes, or whenever, by any possibility, during the loading of Round Timber, Long

• Round Timber,
Long Timber,
Angle Iron, &c.,
Loading of.

Timber, Angle Iron, or other articles of great length, the

Main Line may be fouled, it is incumbent on the person in charge of the loading to obtain the sanction of both the Station-master and Signaller in charge of the safety of the Line, and to see that the proper signals are exhibited until the operation is completed.

Passengers not
to ride in Guard's
Breakvan.

139. Passengers must not be allowed to travel in the Guard's Breakvan.

Passengers not to
travel by Goods
Train without
special authority.

140. No Passenger must be allowed to travel by a Goods Train, either with pass or ticket, without special authority to do so from a properly authorised officer.

Control of
Horses.

141. When a horse is used on the Railway, a man must, in all cases, have

hold of its head, whether the horse is drawing vehicles or otherwise.

Ballast Trains
not to work on
Main Line dur-
ing fog.

142. Ballast Trains must not work on the Main Line in a fog, except when authorised under special circumstances.

Engines of pri-
vate owners.

143. No Engine, the property of a private owner, must, under any circumstances, be allowed to enter upon the Main Line, except by special permission of the General Manager.

Regulations to be observed by Stationmasters, Signalmen, Signal-fitters, and others, respecting the Fixing and Repairing of Signals and the Apparatus for working Points and Signals on Lines opened for Traffic.

Signals —
erection and re-
moval of.

144. During the erection or removal of Signals, or the prosecution of other work in connection with Points or Signals which may interfere with the safe working of the Line, the Foreman Signal-fitter who has charge of the work must communicate with the Traffic Inspector, who will make any special arrangements that may be necessary in connection with the working of the Traffic during the time such alterations or repairs are being effected. Where there is no Stationmaster or Signaller, Signal-fitters must

provide for the safety of the Line in accordance with Rule 321.

When Points are about to be connected, or anything done which interferes with their working.

145. When any Points are about to be connected with a Signal Box or Frame, or when any connection between a Signal Box or Frame and Points, requires repairs, the execution of which will interfere with the usual working of the Points, the Signal-fitters must, before commencing, acquaint the Signalman in charge of the Points with the nature of the work, and agree with him when it is to be done. After the work has been commenced, the man in charge of the Points at which the Fitters are engaged, must not allow any Train or Engine to pass such Points, without having first communicated with the Fitters, and received information from them that the Points are in a fit state for the Train

or Engine to pass in the direction in which it is required to run. When the work is completed, the Fitters must inform the man in charge of the Points.

Repairs which
interfere with
working.

146. When any repair or re-arrangement of the Signal Apparatus is necessary, of such a character as to interfere with the working of the Signals, Rule 149 must be strictly carried out.

Authority re-
specting new and
altered Signals.

147. No new Signal must be brought into use, nor any alteration made in the position or use of any existing Signal without the authority of the Superintendent of the Line.

SIGNALMEN.

Working of
Points and Sig-
nals.

148. The Signaller on duty must see that the Points and Signals are kept

in perfect working order, and well oiled ; and report to the Stationmaster under whose supervision he acts, and to the Inspector of the Permanentway, or other person in charge of repairs, any case in which the Points, Switches, or Signals are out of repair, or not properly cleaned and oiled ; and he is responsible for exhibiting outside his Box the Board prescribed to indicate the state of the Telegraphic and other apparatus connected with his Box.

Signals to be frequently examined.

149. The Signalman must frequently examine and try the working of his Distant and other Signals to see that they work well, are kept clean, and that the Signals show in the proper direction.

Care in putting on Distant Signal.

Great care must be used in putting on a Distant Signal ; it is not sufficient merely to move the lever, but the Sig-

nalman must at the same time watch the Signal, or its Repeater, so as to ascertain that it obeys the lever, and goes fully on to

Wires to be regulated. Danger. He must take care that the Signal wires are kept at the proper length by means of the regulating screws or links, so as to compensate for the expansion and contraction caused by variations of temperature.

When Home or Starting Signals become defective.

In the event of a Home or Starting Signal becoming defective, or not working efficiently, a competent person must be placed outside such Signal with Hand Signals and Detonators, and act under the instructions of the Signalman.

When Distant Signal becomes defective.

In the event of a Distant Signal becoming defective, or

not working efficiently, a competent person must be stationed just outside the Distant Signal, with Hand Signals and Detonators, and act under the instructions of the Signaller; and when such person is out of sight of the Home Signal, one or more men must be stationed between that Signal and the defective Signal, for the purpose of repeating by Hand Signals to the man stationed at the Distant Signal the Signals exhibited at the Home Signal.

Use of Distant
Signal.

150. Distant Signals must be placed at Danger immediately they are passed by a Train or Engine, and must not, where the Block working is in operation, be again taken off, except as prescribed by the Block Telegraph Regulations. They must also be placed at Danger whenever any other obstruction or danger exists upon the

Line they are intended to protect, and the Danger Signal must remain exhibited until the obstruction or danger is removed.

Use of Home
Signal.

151. Whenever the Distant Signal is at Danger, the Danger Signal must also be exhibited at the Home Signal, except that in the case of an approaching Train for which both the Signals have been taken off, the Distant Signal must be placed at Danger as soon as the Engine of the Train has passed it, and the Home Signal be allowed to remain at All Right, or Caution, as the case may be, until the Train has passed it, or has been brought to a stand.

When a Home Signal has been lowered for the passing of a Train, it must not, except in case of accident or obstruction, be again placed at Danger until such Train has been

brought to a stand, or has passed within the Home Signal.

Home Signals at Junctions not to be passed at Danger.

152. Home Signals at Junctions must never be passed when at Danger.

Trains required to be brought within such Home Signals.

When a Train has stopped at a Junction Home Signal, and it is necessary to bring the Train within the Home Signal before the section ahead is clear, the Signalman may, where a Starting Signal is provided, and that Signal is at Danger, lower the Home Signal for the Train to draw ahead. The Enginedriver of any Train which has been thus stopped at a Junction Home Signal must, after that Signal has been lowered, go slowly forward, as far as the Line is clear, towards the Starting Signal, but must not pass that Signal until it is lowered.

Home Signals,
(other than at
Junctions) not to
be passed at
Danger where
there are Start-
ing Signals.

153. Home Signals at Stations, Sidings, and Signal Boxes (other than at Junctions) where there are Starting Signals, must never be passed when at Danger.

Trains required
to be brought
within such
Home Signals.

When a Train has been stopped, or brought nearly to a stand at the Home Signal of a Station, Siding, or Signal Box (other than at Junctions) where Starting Signals are provided, and it is necessary to bring it within the Home Signal before the Block section ahead is clear, the Signalman may, if the Starting Signal is at Danger, lower the Home Signal for the Train to draw ahead.

The Enginedriver of any Train which has been thus stopped or brought nearly to a stand at a Home Signal, must, after that

Signal has been lowered, go slowly forward, as far as the Line is clear, towards the Starting Signal, but must not pass that Signal until it is lowered.

Short Train or
Light Engine.

In the case of a short Train or Light Engine, the Enginedriver must only proceed so far as is necessary to leave the last vehicle well clear of the points and crossings, and within sight of the Signalman.

Home Signals,
(other than at
Junctions) where
there are no
Starting Signals.

154. Home Signals at Stations, Sidings, and Signal Boxes (other than at Junctions) where Starting Signals are not provided, must never be passed when at Danger, except as follows:—

Trains required
to be brought
within such
Home Signals.

When a Train has been stopped, or brought nearly to a

stand at the Home Signal, and it is necessary to draw it within such Signal before the Line ahead is clear, the Enginedriver must, on receiving verbal instructions from the Signalman, draw past the Home Signal, **so as to bring his Train under its protection**; if the Signalman is too far from the Enginedriver to be able to communicate verbally with him, the Enginedriver must, upon the receipt of the necessary Signal by Hand Lamp or Flag from the Signalman, pass the Home Signal, and draw cautiously towards the Signal Box, as far as the Line is clear, and there await the verbal instructions of the Signalman. The Hand Signals for this purpose must be given only by a green light or a green flag.

Starting Signals.

155. Starting Signals must never be passed when at Danger.

When any Train or Engine has gone forward into the onward section, the Starting and Advanced Starting Signals, where such are provided, which control the entrance of Trains and Engines into such section, must be put to, and kept at, Danger, until telegraph information has been received from the Signal Box in advance that the preceding Train or Engine has passed out of the section. So long as the Starting Signals stand at Danger, the Home and Distant Signals must also be kept at Danger, except on the near approach of a Train which has to stop at the Station, when, after the speed of the Train has been reduced so as to admit of its stoppage at the platform, the Home Signal may be taken off to admit the Train, but the Starting Signal must be kept at Danger until the Line is clear to the next Signal Station ahead.

Obstruction of
Line by shunting
or otherwise.

156. The Line must not be obstructed or occupied by shunting or otherwise, until the Signals applicable to the Line or Lines about to be obstructed have first been placed at Danger. Where the Block System is in operation, and it is necessary to foul or occupy any portion of the Line outside the Home Signal, the Line must first be blocked back by telegraph to the Signal Box in the rear before such obstruction is permitted; and during a fog or snow-storm, or where, in consequence of the Station being approached upon a falling gradient, or for any other reason, special instructions for working are issued, no obstruction must be allowed at the Station inside the Home Signal, until the Line is so blocked back to the Signal Box in the rear.

Signals to be
exhibited in case
of obstruction.

157. Should any impediment or obstruction exist upon the

Line within the sight or knowledge of the Signalman, he must exhibit the Danger Signals, and prevent any Train or Engine passing his Post in that direction, until such impediment or obstruction has been removed and the Line made perfectly clear and safe.

Facing Points.

158. When a Train is approaching Facing Points, the Signalman must be specially careful to see that the lever of the locking-frame which governs the Facing Points is close home to the frame, and the catch firmly down in the notch, and so kept until the whole of the Train has passed.

All Facing Points must be frequently tested by the Signalman so that he may satisfy himself they work well, and that no part is injured.

Facing Points not worked from a locking-

frame must, in all cases, be securely fastened or held for the passage of Trains.

Working of
Signal apparatus
to be examined.

159. During falls of snow the working of the apparatus in connection with the Signals must be frequently examined by the Signalman, and by the Fogsignalmen when they are employed at Home and Distant Signals, in order to see that nothing interferes with the true working of the arms or discs, and lamps, and that the lamp-glasses and spectacles are kept clear from snow, and also that the wires work freely over the pulleys. If no Fogsignalman is employed, the Ganger of the Permanentway must provide for this duty being performed while the snow, or its effect, continues.

Working of
Junction
Signals.

160. All Signals at Junctions must be kept at Danger,

except when lowered for a Train to pass. When a Train approaches a Junction, the Signalman must ascertain whether the Line on which the Train is about to run is clear, and, if so, then exhibit the Signals for it to proceed.

When two
Trains
approach a
Junction at
same time.

If, when two or more Trains approach a Junction at nearly the same time, the Signalman should have lowered the Signals for a Train which should have been kept back for the passage of another, he must not attempt to alter the order of the Trains by reversing the Signals, but must put all the Signals to Danger, and keep them on until all the Trains have been brought to a stand, when precedence can be given to the proper Train.

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... being performed
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... Signals at Junction
... be kept

except when lowered for a Train to pass. When a Train approaches a Junction, the Signaller must ascertain whether the Line on which the Train is about to run is clear, and, if so, then exhibit the Signals for it to proceed.

When two
Trains
approach
Junction
from the

If, however, two or more Trains approach a Junction at nearly the same time, the Signaller should have the Signals set for the Train which should have the right of way, and the passage of the other Train should be delayed until it is safe to alter the Signals. The Signaller should not exhibit the Signals to Danger, until the Trains have passed, and then precedence should be given to the first Train.

Time intervals
at places (other
than Junctions)
to be observed
where Block
System is not
in operation.

161. At places where the Block System is not in operation, when any Train or Engine has stopped at, or passes without stopping at a Station, or any place (other than a Junction) where there are Fixed Signals, the Danger Signal must be immediately exhibited at the Home and Distant Signals, and remain so until the Train or Engine shall have passed or left at least five minutes. The All Right Signal must then, if the Line is clear, be exhibited at the Distant Signal, and the Caution Signal at the Home Signal for five minutes more, at the expiration of which time the All Right Signal must be exhibited.

Interval of time
between Trains.

162. Where the Block System is not in operation, no Train or Engine must

be allowed to follow any other Train or Engine on the same Line, within five minutes.

Time intervals
between Trains
at Junctions.

163. Should a Passenger Train approach a Junction within ten minutes after a Goods, Cattle, Mineral, or Ballast Train, which it has to follow on the same Line, the Signalman must stop it, and inform the Enginedriver of the time that has elapsed since the previous Train passed, and the Passenger Train must proceed cautiously until the Enginedriver receives an All Right Signal indicating that the Goods, Cattle, Mineral, or Ballast Train is shunted, or that there is an interval of at least ten minutes between such Train and the Passenger Train.

Should two Trains which have to run forward on the same Line, approach a Junction within

five minutes of each other, the second Train must be stopped, and the Enginedriver informed of the Train in advance. If the first Train has passed more than five minutes, but less than ten minutes, the Signalman must exhibit the Caution Signal by Hand, Hand Lamp, or Flag, as occasion may require, to the Enginedriver of the second Train.

Exception to
Regulation 163.

NOTE.—*This Rule does not apply where the Block System is in operation, and Trains are telegraphed as clear of the Post in advance before the time stated has elapsed, nor to Signal Boxes at the entrance to Stations at which two or more Trains have to connect with each other ; in the latter case, unless special instructions for the working of the Traffic are provided, the Signalman, before lowering the Signal for a Train to enter the Station, must satisfy himself that the Line is clear to the point the Train has to*

run to, and, if he is in doubt, he must stop the Train and caution the Enginedriver both verbally and by Hand Signal, before he allows it to enter the Station.

Information as
to running of
Trains.

164. Stationmasters and Signalmen are required to ascertain how the Ordinary and Special Trains in their respective districts are running, and to give information to Guards. The Guard in

Shunting for
other Trains to
pass.

charge of a Train which should shunt for another Train to pass, must instruct the Enginedriver where to shunt, and on arriving at a Station, Junction, or Siding, where he should shunt for another Train to pass, must inquire whether the Train due to pass him there is late. The Guard must be informed as to the whereabouts of the Train, and, subject to the order of the Stationmaster, or person in charge, must

proceed or shunt as may be necessary. If he goes forward he must take care that there is ample time to reach the place he intends to proceed to, and get his train shunted off the Main Line, in accordance with Rules 130 and 166; and where the Block System is not in operation, the Stationmaster, or person in charge, must himself inform the Enginedriver of the following Train the time that has elapsed since the previous Train left.

Passenger Trains
to take precedence.--No other
Train to be
started within
ten minutes of a
Passenger Train.

165. Passenger Trains must, as a rule, take precedence of all other Trains; and, where the Block System is not in operation, no Goods, Mineral, or Ballast Train must be started from any Station, Siding, or Junction within ten minutes of a Passenger Train being due to leave. If, however, the Station-Signalman has ascertained by

telegraph, or otherwise, that the Passenger Train, which is due to leave, is late, he may dispatch the Goods, Mineral, or Ballast Train, with a sufficient margin to admit of its reaching the next shunting Station or Siding in time to avoid delay to the Passenger Train, taking care specially to warn the Engine-driver and Guard of the Passenger Train when it arrives, and to inform them of the precise time when the Goods or Mineral Train was dispatched.

Shunting of
Trains for others
to pass.

166. Where the Block System is in operation, Goods, Mineral, Cattle, and Ballast Trains must be shunted out of the way of Passenger Trains; and Mineral, Slow Goods, and Ballast Trains must also be shunted out of the way of Fast Goods and Fish Trains at Stations or Sidings where there are Fixed Signals, in sufficient

time to prevent the Passenger Train, Fast Goods or Fish Train, respectively, being delayed by the Signals either at the Station where the Train is being shunted or at the Block Station in the rear.

Where the Block System is not in operation, Trains, as above, which have to be passed by any other Train must be shunted at Stations or Sidings where there are Fixed Signals (unless the Train for which they have to shunt is late. See Rules 128, 129, 164, and 165), at least ten minutes before such Passenger Train or Fast Goods or Fish Train is due, and kept there till five minutes after it has passed. Wherever there is sufficient Siding accommodation to contain the Train it must not be shunted from one Main Line to the other, but always from the Main Line into the Siding.

Shunting Train
from one Main
Line to the other
to allow another
to pass.

167. When a Train or Engine has to be shunted from one Main Line to the other to allow a following Train to pass, such Train or Engine must be set well within the Home Signal, so as to be efficiently protected by it from any Train or Engine approaching from the opposite direction.

Shunting operations to be protected.

168. No Engine or vehicle must be shunted or moved from one Main Line to the other, or from the Main Line into a Siding, or from a Siding on to the Main Line, until the proper Signals have been exhibited, in one or both directions, as may be required; and care must be taken when the Main Line is about to be obstructed after a Distant Signal has been placed at Danger for the purpose of protecting it, to allow sufficient time to elapse for any

approaching Engine or Train which may have been near to or within such Signal before it was so placed at Danger, to pass before the obstruction is allowed.

Trains not
emerging from
tunnel within
reasonable time.

169. Should a Train, which has been telegraphed as having entered a tunnel, not emerge therefrom within a reasonable interval of time, the Signaller towards whom the Train is approaching must prevent any Train in the opposite direction entering the tunnel through which there is a double line of rails, until he has ascertained that the Line on which it has to run through the tunnel is clear.

Working of
Fixed Signals
when Platelayers
are at work
within Station
limits, or near
intermediate
Signal Boxes.

170. When it is necessary to change or turn a rail, or in any manner to obstruct the Line, or to do any work to the Per-

manentway, between the Distant Signals of any Station, Junction, or any intermediate Signalling place, of a character to make the exhibition of a Signal at all necessary, the permission of the Signaller in charge of the Fixed Signals must be first obtained by the Foreman Platelayer, and the work must not be commenced until the Signals have been placed at Danger, and the Signals must remain in that position until the Signaller is informed by the same Platelayer that the Line is again clear, and safe for the passage of Trains.

Platelayers to send out a Flagman.

The Platelayers must, in addition, protect their operations by sending out a Flagman as ordered by Rule 321.

Flagman.

When a Flagman, in going back to stop a Train, passes any Signal Sta-

tion or Junction, he must request the Signalman to keep at Danger the Signals of that Station or Junction, to protect the Line which is obstructed, and the Signalman so instructed must not take off his Signals until the Flagman or Foreman Platelayer in charge of the work, has informed him that the obstruction has been removed, and that the Line is clear ; the object being that the Signalman and Platelayers shall not show contrary Signals to approaching Enginedrivers.

Points not to be moved without Signalman's permission.

171. No person must move any Points which lead to the Main Line, or from one Main Line to the other, without the permission of the Signalman in charge.

Engines of private owners.

172. No Engine, the property of a private owner, must, under any circum-

stances, be allowed to enter upon the Main Line, except by special permission of the General Manager.

Signal Box to be kept private.

173. Each Signalman must keep his Signal Box strictly private, and not allow any other persons than the authorised officers of the Company to enter it.

Signalman to see that each Train has a Tail Lamp on the last vehicle.

174. The Signalman must see that each Train as it passes his Box has a Tail Lamp attached to the last vehicle, so that he may be satisfied the whole of the Train has passed, and that none of the vehicles have broken away.

Signalman seeing anything wrong in passing Trains.

175. If a Signalman observe anything unusual in a Train during its passage, such as signals of alarm by a passenger, tail lamp missing or out, goods falling off, a vehicle on fire, a hot axle-

box, or other mishap, *except a Train divided*, (for which see Rules 99 and 178) he must give the Station in advance the signal to Stop and Examine Train, and the Signaller at the Station in advance must acknowledge such signal, and must immediately exhibit the Danger Signal at his Signals to stop any Train coming from or going towards the Post from which the signal was received. The Train, when stopped in obedience to the Stop and Examine Train signal, must be carefully examined and dealt with as occasion may require, and should any Train going in the opposite direction have been stopped, it must be allowed to proceed, after satisfactory evidence has been obtained that the Line on which it is about to run has not been obstructed. Where practicable, the Signaller must also telegraph the Station

in advance the cause of sending the Stop and Examine Train signal.

Vehicle or Train
running back on
wrong Line.

176. Should a vehicle or portion of a Train be running back in the wrong direction, the Signalman must call the attention of the Signalman at the next Signal Box towards which the vehicle or portion of the Train may be running, by giving the prescribed signal indicating that Vehicles are running back on wrong Line.

The Signalman who has received this signal must stop any Train about to proceed on the same Line, and take such protective measures as may be necessary, such as turning the runaway Train across to the other Line or into a Siding, as may be most expedient under the circumstances.

Vehicle or Train
running away on
right Line.

177. If a vehicle or portion of a Train has escaped, and is

box, or other mishap, *except a Train divided*, (for which see Rules 99 and 178) he must give the Station in advance the signal to Stop and Examine Train, and the Signalman at the Station in advance must acknowledge such signal, and must immediately exhibit the Danger Signal at his Signals to stop any Train coming from or going towards the Post from which the signal was received. The Train, when stopped in obedience to the Stop and Examine Train signal, must be carefully examined and dealt with as occasion may require, and should any Train going in the opposite direction have been stopped, it must be allowed to proceed, after satisfactory evidence has been obtained that the Line on which it is about to run has not been obstructed. Where practicable, the Signalman must also telegraph the Station

in advance the cause of sending the Stop and Examine Train signal.

Vehicle or Train
running back on
wrong Line.

176. Should a vehicle or portion of a Train be running back in the wrong direction, the Signalman must call the attention of the Signalman at the next Signal Box towards which the vehicle or portion of the Train may be running, by giving the prescribed signal indicating that Vehicles are running back on wrong Line.

The Signalman who has received this signal must stop any Train about to proceed on the same Line, and take such protective measures as may be necessary, such as turning the runaway Train across to the other Line or into a Siding, as may be most expedient under the circumstances.

Vehicle or Train
running away on
right Line.

177. If a vehicle or portion of a Train has escaped, and is

running away in the proper direction on the right Line, the section in advance must be advised of the fact by giving on the bell or gong the signal, Vehicles running away on right Line. The Signaller receiving this signal must, if necessary, send the signal forward, and take such other measures as he may consider most expedient under the circumstances.

Train divided
when running
on a gradient.

178. In the event of a Signaller observing that a Train has become divided, and is running in two or more parts, the Train Divided signal is to be used. If the Train is running on a falling gradient, where the stoppage of the first part would risk a collision with the second part, the Signaller receiving such signal, must immediately exhibit the Danger

Signal at his Signals to stop any Train going towards the Post from which the signal was received, but if the Line on which the divided Train is running is clear ahead for it to run upon, he must not exhibit the Signals to stop the first portion, but must give the Enginedriver a Green signal, either by Flag or Hand Lamp, as occasion may require, waving the signal slowly from side to side. If the Train is running on a rising gradient, or where the Line is level, the Signalman receiving the signal must exhibit the Danger Signal at his Signals to stop any Train coming from or going towards the Post from which the signal was received. The Train when stopped in obedience to the Train Divided signal, must be shunted into a Siding as expeditiously as circumstances will permit, or

otherwise dealt with as may be necessary to prevent the second portion coming into collision with it. The Enginedriver on seeing the Green signal waved slowly from side to side, will understand that his Train is divided, and must exercise great caution by looking out for the second portion, and taking care not to stop the portion attached to his Engine until he is satisfied that the rear portion has been stopped, or is running very slowly. He must, however, observe and obey any signals that may be exhibited against him. Should any Train going in the opposite direction have been stopped, it must be allowed to proceed after satisfactory evidence has been obtained that the Line on which it is about to run has not been obstructed.

Trains following
each other.

179. Where the Line is not

worked under the Block System, no Passenger Train must, during foggy weather or snow-storms, follow a Goods Train, nor must a Fast Goods Train follow a Stopping Passenger Train from a Station, nor pass a Signal Box where Trains are ordinarily signalled, within fifteen minutes, nor even then, until the Enginedriver has been properly warned of the time of the departure of the preceding Train, and where it will next stop.

Special Trains
following.

180. A Special Train to follow is indicated by the preceding Train carrying on the last vehicle a Red Board or a Red Flag by day, and an additional Red Tail Lamp by night, but as Special Trains or Engines have frequently to be run without previous notice of any kind, it is necessary for the staff along

Specials
run without
notice.

The Line to be, at all times, prepared for such extra Trains or Engines.

Vehicles
detached at
Stations.

181. When vehicles are detached at Stations from the rear of Trains, and have to be shunted into Sidings, the Signaller must be at once informed of the fact, in order that he may keep the Signals at Danger for the protection of the Line, and, at night, in addition, a Red light must be shown at the rear of the vehicles until they are safely placed in the Sidings.

Goods and Mineral
Trains to stop
as marked in
Working Time-
table.

182. Goods and Mineral Trains must stop at the places specified in the Working Time-table unless, on approaching a Station or Siding, a Signal is given by the Stationmaster or

Signalman, by Hand Lamp or Flag, that it is not necessary for the Train to stop. When this is done, the Train may run past the Station or Siding without stopping, unless there

Exceptions.

are waggons or goods to leave, when the Enginedriver will have instructions from the Guard to stop. In the case

Trains timed to stop when required.

of a Train timed to stop at a Station or Siding when required, the Enginedriver of such Train must stop at the Station or Siding, unless he receives a Hand Signal to proceed without stopping.

Lighting Signal Lamps.

183. The Signal Lamps must be lighted as soon as it commences to be dusk; and during the interval between daylight and dark, both Day and Night Signals must be used.

Extinguishing
Signal Lamps.

The Signal Lamps must be extinguished in accordance with the following directions:—At places where a person is on duty all night, and at Level Crossings where a Stationmaster or Gateman is resident on the spot, and Trains are running, the Signal Lamps must not be put out until broad daylight. At places where no person is on duty during the night, the Signal Lamps must be put out before the person last on duty leaves.

Ballast Train dis-
charging or tak-
ing up materials
on Main Line
between two
Block Signal
Boxes.

184. Should a Ballast Train have to discharge or take up materials on the Main Line between two Block Signal Boxes, the Guard of such Train must, before entering the section, inform the Signaller in charge of the Block Signal Box thereof, so that he may be aware of the proposed occupation of the Line, and give any instructions that may

be necessary as to the shunting of the 'Ballast Train for other Trains.

Danger Signal
to be shown
when Signalman
leaves his Post
temporarily.

185. When it is necessary for a Signalman to leave his Box for the purpose of relighting or retrimming his Distant Signal Lamps, he must, before proceeding to do so, place all his Signals at Danger.

Signalman
leaving duty to
give information
to man by whom
he is relieved.

186. At all Signal Boxes where both day and night Signalmen are employed, each Signalman, before taking charge, must, in addition to satisfying himself that all the Telegraph Instruments, Signals, Points, &c., are in good working order, ascertain, from the man he relieves, whether there is any special circumstance requiring attention; whether the Trains which are due to pass have done so,

and if not what are the exceptions; also what Trains, if any, are in the Station, or are signalled, and all other matters the knowledge of which is necessary to enable him to properly discharge his duty. The Signaller relieved must give full information on these points before leaving duty, so that the duties of the Post may be conducted in an efficient manner, and any inconvenience arising from the change of men avoided. Each Signaller must register in the Train Book the time of his arrival on duty, and the time of his leaving, and place his signature thereto.

Regulation of
Clocks in Signal
Boxes.

187. Each Signaller, before commencing duty in the morning, must, when practicable, compare the Clock in his Box with the Station Clock, and if any difference exist, he must correct

his own by the Station Clock, so that the correct time may be shown. Where the Signal Boxes are some distance from a Station, the Signaller must satisfy himself that his Clock is going well and keeping good time, by comparing it from time to time with the nearest Station Clock. If a Clock gets out of order and does not keep good time, it must be reported to the Stationmaster who has the supervision of the Box, so that the Clock may be repaired or replaced without delay.

GATEMEN.

Signals.

188. Each Gateman will be provided with Day and Night Signals and Detonators, which he must keep in proper order.

Lighting
Signal Lamps.

The Signal Lamps must be lighted as soon as it commences to be dusk ; and, during the interval between daylight and dark, both Day and Night Signals must be used.

Extinguishing
Signal Lamps.

The Signal Lamps must be extinguished in accordance with the following directions :—At places where a person is on duty all night, and at Level Crossings where a Stationmaster or Gateman is resident on the spot, and Trains are running, the Signal Lamps must not be put out until broad daylight. At places where no person is on duty during the night, the Signal Lamps must be put out before the person last on duty leaves.

Gates across
Public Roads.

189. Unless special authority be given to the contrary, the Gates must

always be kept shut across the Roadway, except when required to be opened to allow the Railway to be crossed.

Gates not to be
opened if Train
is near.

190. Whenever the Railway is required to be crossed, the Gate-man must, before opening the Gates, satisfy himself that no Train or Engine is near; he

Signals.

must then show his Danger Signals to stop all coming Trains, and in all cases such Signals must remain exhibited until the Line is clear; he must then close the Gates and take off the Signals.

Traction Engines
crossing Line.

No Traction Engine, or other Road Steam Engine, must be allowed to cross the Railway at a Level Crossing where there is a Block Telegraph Station, until the Line has first been blocked by telegraph in both directions.

Further Gate to
be first opened.

191. The Gate towards which Cattle, Carriages, or Horses are approaching must not be opened until the opposite Gate has been first opened, so as to allow them to cross over without stopping upon the Line.

Trains to be
observed as they
pass.

192. Every Gateman must take particular notice of each Train as it passes, and, if he see anything wrong, he must show a Danger Signal to the Guard and Enginedriver.

Signalling when
not in raised
Boxes.

193. Gatemen who are not in raised Boxes must, when signalling, stand in such a position as to be readily seen by the Enginedriver and Guard of an approaching Train.

Signals where
the Block System
is not in operation.

194. At places where the Block System is not in operation, and where there are Fixed Signals, the Danger Signal must be exhibited at these Signals for five minutes after the passing of any Train or Engine, after which the Caution Signal must be exhibited at the Home Signal for a further period of five minutes, at the expiration of which time the All Right Signal must be exhibited. Where there are no Home Signals the Caution Signal must be exhibited by Hand Lamp.

Signals where
Crossing is not
a Block Post.

195. Where the Block System is in operation, and the Level Crossing is not a Block Post, the Signals must only be used for the protection of the Crossing, except as prescribed in Rule 157.

Lamps on Level
Crossing Gates.

196. The Lamps on Level Crossing Gates of public highways must show a Red Light in each direction along the Line when the Gates are closed across it; and must be kept lighted from dusk to daylight, and during foggy weather.

Working of sig-
nals to be tested.

197. At Level Crossings where Fixed Signals are provided, the Gateman must test the working of his Signals both by day and by night, and report immediately any defect to the Inspector of Permanent-way, or other person in charge of the repair of Signals, and also to the Stationmaster under whose supervision he acts.

Defects to be
reported.

198. Gatemen and others in charge of Gates or Points must give notice to the Inspector or Ganger of Permanent-way immediately on any repairs being re-

quired thereto ; and in case any part becomes defective or broken, or should any Gate not close properly and fasten itself on the instant of its being shut, they must immediately request the nearest Platelayer to have the same put right.

Trespassing to
be prevented.

199. Each Gateman must, as far as practicable, prevent any Trespassing on the Line at or near his Crossing, and report every case of the kind to the Stationmaster under whose supervision he acts ; and no person must be permitted to walk on the Line, unless provided with written or printed permission to do so, signed by a properly authorised officer of the Company.

GUARDS.

Attendance
prior to depar-
ture of Train.

200. Every Guard must be in attendance at the Station from

which he is to start half an hour before the time appointed for the departure of his Train, and must carry with him a copy of these Regulations and Working Time-tables. Regulations, and the Working Time-tables of the Lines over which he has to run, and must regulate the working of the Train in accordance therewith.

Train under
control of Head
Guard.

201. Each Train is under the control of the Head Guard who must instruct the Enginedriver as to the stopping, starting, and general working of the Train.

Under Guard
must obey Head
Guard.

When there are two Guards with a Train, the Under Guard must obey the orders of the Head Guard.

Guards under
orders of Station-
master.

202. Whilst Trains are within Station limits, the Guards are

under the orders of the Stationmaster, or person in charge.

Passengers not
to ride outside
Carriages or in
Vans.

203. The Guard must not allow any person to ride outside the carriages, nor must he permit any unauthorised person to ride in his van, or in any compartment or vehicle in which Parcels or Luggage may be placed.

Packages not to
be conveyed
unless booked.

204. Guards, and other servants of the Company, are forbidden to carry any description of package, either for themselves, their friends, or the public, without proper authority in writing for the free transit thereof, or unless such package be properly entered on the waybill.

Trains not to
run after sunset
or in foggy
weather, without
lighted Tail and
Side Lamps.

205. No Train must be allowed to travel on the Line after sunset or in foggy weather, unless

there shall be attached thereto, and lighted, a Red Tail Lamp and two Red Side Lamps ; and the Guard, if there be only one, or the Rear Guard, if there be more than one, must see that these Lamps are kept properly burning throughout the journey.

Special Trains
following.

206. A Special Train to follow, is indicated by the preceding Train carrying on the last vehicle a Red Board or a Red Flag by day, and an additional Red Tail Lamp by night, but as Special

Specials
run without
notice.

Trains or Engines have frequently to be run without previous notice of any kind, it is necessary for the staff along the Line to be, at all times, prepared for such extra Trains or Engines.

Special Train
following.

The Stationmaster or person *in charge* at the starting point of a Special

Train is responsible for the Tail Board or Red Flag by day, and the extra Lamp by night, being affixed on the preceding Train, and for informing the Guard in charge of it of the description and destination of the Special Train. The Guard of a Train preceding the Special Train is required to see that the Tail Board, Flag, or extra Lamp is removed when no longer wanted, and he must inform the person in charge of each Station at which he stops of the description and destination of the Train that is following.

Starting of
Trains by
Guards.

207. The Signal to the Engine-driver to start must be given by the Guard, upon receiving intimation from the person in charge of the Station that all is right for the Train to proceed.

When there are two or more Guards with

a Train the signal to the Enginedriver to start must only be given by the Guard nearest the Engine, and not until after he has exchanged signals with the Guard or Guards in the rear, and received intimation from the person in charge of the Station that all is right for the Train to proceed. The signal for starting the Train must be given by the Guard blowing his whistle and showing a Hand Signal; at night, when a Lamp is used as the Hand Signal, it must show a green light, and be raised above the head, and waved gently from side to side.

Must ride only
in Breakvan.

208. The Guard must ride in his Breakvan, and not upon the Engine or in any other part of the Train; he is forbidden to pass over the tops of the carriages when in motion.

To keep a good
look out.

209. Every Guard, when travelling, must keep a good look-out, and should he see any reason to apprehend danger, he must use his best endeavours to give notice thereof to the Enginedriver.

Means to be
adopted by
Guard to attract
Enginedriver's
attention.

Should a Guard wish to attract the attention of the Enginedriver, he must, in addition to using the Communication, where such exists, apply his break sharply, and release it suddenly. This operation repeated several times is almost certain, from the check it occasions, to attract the notice of the Enginedriver, to whom the necessary Caution or Danger Signal, as the case may require, must be exhibited.

Means to be
adopted by
Enginedriver
to attract
Guard's atten-
tion.

210. When the Enginedriver gives three or more short, sharp whistles, or sounds the break

whistle (when a special whistle is supplied for that purpose), or applies the Communication, where such exists, the Guard, or Guards, must immediately apply the breaks.

Rear Break to
be applied when
going down
inclines.

211. In travelling down steep inclines, Guards must, in order to steady the Trains and assist the Enginedrivers, apply the rear break, care being taken not to skid the wheels except when a Train is approaching at too great a speed a Station at which it is timed to stop, or when the breaks are specially whistled for by the Enginedrivers.

Guard to protect
Train when running
slowly.

212. When, from any cause, a Train is unable to proceed at a greater speed than four miles an hour, the Guard, if there be only one, or the Rear *Guard, if there be more than one*, must go

back, or send some other competent person, 1,000 yards. The person who goes back must follow the Train at that distance, and use the proper Danger Signals, so as to stop any following Train, until assistance arrives, or the Train is shunted.

Irregular stop-
page of Trains
by accident or
otherwise.

213. When a Train is stopped by an accident or from any cause, except where it is efficiently protected by Fixed Signals, the Guard, if there be only one, or the Rear Guard, if there be more than one, must immediately go back 1,200 yards to stop any following Train, and must, in addition to his Hand Signals, take not less than six Detonators, which are to be used by day as well as by night, and he must place upon the Line of rails on which the stoppage has happened, at a distance of 400 yards from his Train, one of the Detonators, at a

distance of 800 yards another Detonator, and at a distance of 1,200 yards two Detonators, ten yards apart, and also conspicuously exhibit his Hand Danger Signal to stop any coming Train. The Guard must not return to his Train until recalled by the Enginedriver sounding the whistle of his Engine, and when recalled, he must leave the two most distant Detonators, and return to his Train, taking up the other Detonators on his way.

Mixed Gauge.

Where the Mixed Gauge is laid, Detonators must be placed on each rail, both for broad and narrow gauge Trains.

Parallel Lines.

In the case of Parallel Lines laid so near together that a vehicle running on either Line fouls the other, Detonators must be placed on each Line of rails.

When stoppage
occurs to a Light
Engine.

Should the stoppage or failure occur to an Engine not attached to a Train, the Fireman must immediately go back and act in the way prescribed for the Guard.

Stoppage or
failure where
Line is worked
on Block System.

214. Should the failure occur on a portion of the Line worked on the Block System, the person who goes back to protect the Train must, after placing the Detonators on the rails as described in preceding Rule, proceed as quickly as possible to the nearest Telegraph Signalling Station in the rear, and inform the Signaller of the occurrence, and take such other steps as may be necessary for securing the safety of the Line.

Second Train
coming up before
removal of
obstruction.

If a second Train comes up before the obstruction has been

removed, the Guard of the second Train must protect his Train as directed in Rule 213. The Guard of the first Train having assured himself that the Guard of the second Train has gone back with the necessary Signals for the protection of the second Train, may then rejoin his own Train. If other Trains come up, the same regulation must be carried out, the Guard of the last Train being the protection for the whole.

Both Lines
obstructed, and
the Enginedriver
not aware
of the fact.

215. Should an accident to a Train accompanied by only one Guard, cause the obstruction of both Lines, and the Enginedriver run forward without being aware of the accident, the Guard must, if he can obtain the services of a competent person, send him forward to protect the opposite Line to that on which

the Train was running, and himself go back as directed in Rules 213 and 214.

In the event of no competent person being at hand, the Guard must, if the Block System is in operation on that portion of the Railway, first go forward, exhibiting his Hand Danger Signal, and place three Detonators on the opposite Line to that on which his Train was running, at least 1,200 yards from the obstruction, and then return and protect the rear of his Train as provided in Rules 213 and 214.

Where the Block System is not in operation, the Guard must use his discretion as to which Line he protects first, having regard to all the circumstances of the case, but must use his best exertions to provide for the protection of both Lines with as little delay as possible.

Portion of Train
left on Main
Line from acci-
dent or failure
of Engine.

216. When a portion of a Train is left upon the Main Line from accident or inability of the Engine to take the whole forward, the Enginedriver must not return for it on the same Line, except by written instructions from the Guard, but must go on the proper Line and cross at the nearest points behind the part left, which he must push before him till convenient to go in front again with the Engine. If the Enginedriver finds it necessary to return to the rear portion of his Train on the same Line, he must, before starting with the front portion, send his Fireman back to the Guard to obtain the necessary written instructions authorising him to do so, and if he give such instructions, the Guard must continue to protect his Train in the rear, and prevent a following Train pushing it ahead.

When there is only one Guard with the Train, it is the duty of the Fireman to ride upon the last vehicle of the front portion of the Train until it is placed in a Siding; and it is the duty of the Guard, after putting on his break, and carefully securing the last portion of the Train so that it will remain stationary, to go back, and take the necessary steps for protecting it by Signals, in accordance with Rules 213 and 214.

Where two Guards are employed with the Train, the Under Guard must uncouple it, and ride upon the last vehicle of the front portion, in place of the Fireman as directed above, the Head Guard taking the necessary measures for protecting the last portion.

Engine or Train
passing for a
short distance on
wrong Line in
case of accident.

217. If, in case of accident, an Engine or Train is unavoidably obliged to run for a short dis-

tance in the wrong direction on either Line, the Guard or Fireman must go or send some other competent person back to the next Signalman, and obtain his permission in writing for the Engine or Train to run on the wrong Line to his Post; and the Enginedriver must not, under any circumstances, move in the wrong direction until he has received such written permission.

Engine not to
push Train.

218. No Enginemust be allowed to push a Train of carriages or waggon on the Main Line, unless within Station limits, but must, in all cases, draw it, except under Exceptions. special regulations when assisting up inclines, or when required to start a Train from a Station. In case of an Engine being disabled on the road, the succeeding Engine may push the Train slowly to the next Siding

or cross-over road, at which place the pushing Engine must take the lead.

Trains stopped
between Home
and Distant
Signals.

219. When Trains are stopped between the Home and Distant Signals, Guards must not consider them protected by the Distant Signal, unless the Engine is near to the Home Signal, but they must go back and protect their Trains as directed by Rules 213 and 214.

NOTE.—This Rule does not apply where, owing to another Signal Box being near, the Distant Signals are fixed at less than the usual distance from the Home Signals, and where the Signals are repeated from such other Signal Box.

Trains stopping
at Block Box
waiting Line
Clear.

220. When a Train is stopped at a Block Telegraph Box under cover of Home and Distant Signals, waiting

Line Clear, Guards need not go back with
 Protection to Signals to protect it, but, in case
 Trains stopping between two
 Block Boxes. of a stoppage or failure between
 two Block Signal Boxes, the Guard **must** go
 back and protect the Train, as required by
 Rules 213 and 214.

Should the stoppage or failure occur to an
 Engine not attached to a Train, the Fireman
 must immediately go back and act in the
 way prescribed for the Guard.

Shunting opera-
 tions to be pro-
 tected.

221. No Engine or vehicle must
 be shunted or moved from one
 Main Line to the other, or from the Main
 Line into a Siding, or from a Siding on to
 the Main Line, until the proper Signals have
 been exhibited, in one or both directions, as
 may be required; and care must be taken
when the Main Line is about to be obstructed

after a Distant Signal has been placed at Danger for the purpose of protecting it, to allow sufficient time to elapse for any approaching Engine or Train, which may have been near to or within such Signal before it was so placed at Danger, to pass before the obstruction is allowed.

Information as
to running of
Trains.

222. Stationmasters and Signalmen are required to ascertain how the Ordinary and Special Trains in their respective districts are running, and to give information to Guards. The Guard in charge of a Train which should shunt for another Train to pass, must instruct the Enginedriver where to shunt, and on arriving at a Station, Junction, or Siding, where he should shunt for another Train to pass, must inquire whether the Train due to pass him there is late. The Guard

Shunting for
other Trains to
pass.

must be informed as to the whereabouts of the Train, and, subject to the order of the Stationmaster, or person in charge, must proceed or shunt as may be necessary. If he goes forward he must take care that there is ample time to reach the place he intends to proceed to, and get his Train shunted off the Main Line in accordance with Rules 130 and 166; and where the Block System is not in operation, the Stationmaster, or person in charge, must himself inform the Enginedriver of the following Train the time that has elapsed since the previous Train left.

Portion of Train
detached when
in motion.

223. Should any part of a Train become detached when in motion, care must be taken not to stop the front part of the Train before the rear portion has either been stopped, or is running slowly, *and the rear Guard* must promptly apply his

break to prevent a collision with the front portion.

Whether to stop
or otherwise
when accident
to, or failure of,
portion of Train
arises.

There may be cases requiring the Train to be stopped, owing to the failure of, or accident to, some part of it, when the prompt exercise of judgment and skill is necessary to decide whether to stop quickly, or otherwise.

If the Engine be defective, the sooner the Train can be stopped the better. If any of the vehicles be off the rails, the breaks in the rear must be instantly applied, in order that by keeping the couplings tight, the disabled vehicles may be kept up, and out of the way of the vehicles behind, until the force of the latter is exhausted, it being desirable, in such cases, that the front portion of the Train should be brought slowly to a stand. The applica-

tion of the front breaks might, in such cases, result in further damage, and they should only be applied when the disabled vehicles are in the rear of the Train. In all cases the application of breaks behind a disabled vehicle will be attended with advantage.

Vehicles to be placed within Safety Points and Scotch Blocks.

224. Guards performing shunting operations at Sidings must, in all cases, take care that the vehicles are left clear of the Main Line, and within the Safety Points and Scotch Blocks, and that the Points fall properly, and the Scotch Blocks are replaced across the rails after the operation is completed.

Lamps of Shunted Trains.

225. When a Train is shunted for another Train to pass, the Tail and Side Lamps must be removed, or so disposed of as not to exhibit the Red Light to a following *Train*.

Double
shunting.

226. Double shunting is strictly prohibited, except when done by Engines specially used for the purpose of shunting, and attended by experienced shunters.

Fly shunting.

Fly shunting of empty vehicles against loaded Passenger Trains, and of vehicles containing Passengers or Live Stock, is strictly prohibited.

Irregularity in
working of
Signals to be
reported.

227. Should a Guard find any signal exhibited which ought not to be, or observe any other irregularity in the working of Signals, or should he see any

Cattle on Line.

Defective
Signals, &c., to
be reported.

Cattle, or other obstruction on the Line, or any defect in the Signals, Works, Permanent-way, or Telegraph, he must report the same at the first Station at which the Train stops, and also on his Journal.

Signal not shown
or imperfectly
shown.

228. *The absence of a Signal at a place where a Signal is ordinarily shown, or a Signal imperfectly exhibited, must be considered a Danger Signal, and treated accordingly, and the fact reported to the Signalman or Stationmaster.*

Train on Fire.

229. Should any vehicle in a Train be on fire, the Train must be stopped, and the Guard must protect it in compliance with Rules 213 and 214. The Under Guard or Fireman must detach the vehicles in the rear of those on fire, and the burning vehicles must be drawn forward to a distance of fifty yards at least, and then be uncoupled, and left until the fire can be extinguished, to effect which every effort must be made.

Guards to
examine Notices

230. Every Guard, before starting with his Train, must examine the Notices

to see whether there is anything requiring his special attention on those parts of the Line over which he has to work, and he must, before going off duty, ascertain, from the Notices posted for his guidance, the time at which he is required to be on duty the following day.

Getting between
vehicles to
couple or un-
couple them.

231. Guards and all other servants must exercise proper care in getting between vehicles for the purpose of coupling or uncoupling them.

Train Journals.

232. At the end of the journey, the Guard in charge must deliver to the Stationmaster, or forward direct to the Superintendent, a Journal containing the time of the running of his Train, noting thereon every circumstance of an unusual kind, any deten-

tions that have taken place on the journey, and any error as to Parcels, Luggage, or Goods. In the event of any occurrence having taken place which might have involved, in any respect, the safety of the Train or Line, he must, in addition to the notices on his Journal, send in a special report thereof.

Guard travelling
in a Train he is
not appointed to
work.

233. When a Guard is returning to the Station at which he resides, by a Train other than that he is appointed to work, he must render all the assistance in his power in the working of the Train by which he travels, and obey any instructions received from the Guard in charge of such Train; and when there is a Breakvan, in which no Guard is riding, on the Train, he must ride in such Van, and act as Under Guard.

Articles a Passenger Guard must have with him.

234. Every Passenger Guard must have with him his Watch, Whistle, and Carriage Key, and take in his Van a Red, a Green, and a White Flag, a box of Detonators (not less than twelve), a Hand Signal Lamp, two Hand-scothes, and a Tail Signal Board to indicate “**Special following.**”

Duties of Head Guard.

235. The Head Guard, before starting, must satisfy himself that there is a sufficient number of carriages attached to the Train; that the breaks are in good working order; that the carriages are properly cleaned, coupled, and labelled; that they are provided with the necessary Tail, Side, and Roof Lamps; that when the latter are not used, the plugs are placed in the lamp holes; and, when a means of communication between the passengers and servants of the Company in charge

of the Train is required, that it is applied and works properly.

Carriage doors
to be closed.

Unusual
stoppage.

236. Guards must see that the doors of the carriages are properly closed, and in case of any unusual stoppage on the road, must request the passengers to keep their seats, except when necessary to alight.

When a Passen-
ger Train over-
runs, or stops
short of, a plat-
form.

237. Should a Passenger Train in stopping at a Station, overrun, or stop short of, the platform, the Enginedriver must not move the Train back or draw it forward until he receives instructions from the Guard in charge to do so. Stationmasters, Guards, and others must at once take steps to prevent passengers leaving the carriages that are not at the platform;
as soon as the Guard in charge has satis-

fied himself that all carriage doors are closed, and that no passengers are entering or leaving the Train, he must instruct the Enginedriver to put back or draw up to the platform, as may be required. The Enginedriver must sound his whistle before moving his Train.

Smoking.

238. Smoking in the carriages, except in the compartments specially set apart for that purpose, is strictly forbidden, and Guards must take care that the Bye Law on the subject is enforced. The Guards must, before starting, see that they have a sufficient number of compartments reserved for Smokers, and be careful not to place Ladies in the compartments so reserved.

Passengers to enter proper carriages.

239. The Guards must take care that Passengers enter the

proper carriages for the places to which they

Rebooking by
same Train pro-
hibited.

are booked, and that no Passenger is allowed to leave the Train for the purpose of rebooking by the same Train, with a view to evade payment of the proper fare.

Change of Tail
and Side Lamps.

240. Should a vehicle be attached to, or detached from, the rear of a Train at an intermediate Station, the Guard, if there be only one, or the Rear Guard, if there be more than one, must see that the Tail and Side Lamps are removed to their proper places on the Train.

Defective
carriages.

241. Should complaint be made of the running of any carriage, the Guard must report it to the Stationmaster or first Carriage-examiner, and enter the particulars *his Journal*, giving the number and class

of carriage; but if the Guard has reason to apprehend danger from such carriage before it can be inspected, he must have it detached from the Train.

Ladies travelling
alone.

242. When Ladies are travelling alone, the Guards are to pay every attention to their comfort; and, in placing them in the Train, they must, if requested, endeavour to select a carriage for them (according to the class of their tickets) in which other Ladies are travelling; and if they wish to change carriages during the journey, the Guards must enable them to do so.

Passenger or
Parcel not to be
conveyed unless
properly booked.

243. The Guard must not allow any Passenger or Parcel to be conveyed by the Train unless properly booked; and if he has reason to suppose that

any Passenger is without a ticket, or is not in the proper carriage, he must request the Passenger to show his ticket, reporting to the Stationmaster, or person in charge, any irregularity he may detect. When a Passenger is desirous of changing from an inferior to a superior class of carriage, the Guard must have this arranged by the Stationmaster, or person in charge.

Passenger changing into a superior class of carriage.

Deficiency of room in Train.

244. When a deficiency of room occurs in a Train while on the journey, Guards must request the Stationmaster to telegraph to the next Station where carriages are kept, to have one or more in readiness to attach, on the arrival of the Train.

Windows of empty compartments to be closed.

245. The Windows of all empty compartments must be closed

not only while the carriages are standing at the Stations, but also when the Trains are running, immediately upon the compartment Ventilators to be kept open. becoming vacant. The ventilators must be kept open.

Company's
Workmen to be
kept apart from
passengers.

246. The Guard must see that Platelayers and other workmen of the Company holding 3rd class passes are kept as separate as possible from the passengers. When a large number of Workmen travel by the same Train, carriages must be specially provided for their use, and they must ride in these carriages only.

Prisoners and in-
sane persons.

247. Prisoners under the charge of police, and persons afflicted with insanity, must not be placed with other passengers, but in a separate compartment.

**Disorderly Pas-
sengers.**

248. In the event of any Passenger being drunk or disorderly, to the annoyance of others, the Guard is to use all gentle means to stop the nuisance, failing which, he must, for the safety and convenience of all, remove him from the Train at the first Station.

**Collection of
Tickets.**

249. Guards, on arriving at a Ticket-collecting Station, must request the Passengers to have their Tickets ready, and must assist the Ticket-collectors by opening and closing the carriage doors; they must not, however, collect, or examine Tickets, except under special instructions.

**Guards must not
leave Station un-
til they have de-
livered over Par-
cels and Luggage**

250. On the arrival of a Passenger Train at a terminus, the Guards must not leave until they have delivered over all Parcels and Lug-

gage to the persons appointed to take charge of them ; and if any article be missing, they must immediately report the case to the person in charge of the Station, and on their Journals.

Uniform time—
instructions for
keeping.

251. In order to insure uniform time being kept at all the Stations on the Line to which time is not telegraphed, the following regulations must be strictly observed.

(a.) Each Guard must, before starting on his journey, satisfy himself that his Watch is correct with the Clock at the Station from which he starts, and must again compare it, and regulate it if necessary, by the Clock at the Station where his journey ends before commencing his return journey.

(b.) The Guard in charge of the first

Down Passenger Train, starting after 10.0 a.m., stopping at all Stations on the portion of the Main Line or Branch over which it runs, must, on his arrival at each Station, give the Stationmaster, or other person in charge, the precise time, in order that the Station Clock may be regulated accordingly ; and, in the event of the time given by the Guard differing from that of the Station Clock, the latter must be altered to agree.

(c.) The Stationmasters will be held responsible for keeping their Clocks properly regulated in accordance with this order, and the Clock Contractor for the district must be immediately advised when any of the Clocks are out of repair, or are not keeping correct time. In the event of his failing to give immediate *attention to the matter*, the circumstances

must be reported to the Superintendent of the Line.

Articles a Goods
Guard must have
with him.

252. Every Goods Guard must have with him his Watch and Whistle, and take with him in his Van a Red, a Green, and a White Flag, a box of Detonators (not less than twelve), a Hand Signal Lamp, a full set of Tail and Side Lamps, two or more spare Coupling Chains, a box of Grease, with knife and probe, a Can of Oil and Feeder, a Break-stick, two Sprags, and two Hand-scotches.

Duties of Guard
in charge.

253. The Guard in charge of the Train must satisfy himself before starting, and during the journey, that the Train is properly loaded, marshalled, coupled, lamped, greased, and sheeted; that the breaks are in good working order; and that the Train is in a state of efficiency for travelling, and has

the proper signals attached to it. He must also carefully examine the loading of any vehicles he may attach on the way, and if any vehicle become unsafe from the shifting or derangement of the load, must, at once, have the load readjusted or the vehicle removed from the Train.

Attaching and
detaching ve-
hicles where Line
is not level.

254. When, from any cause, a Goods Train has been brought to a stand on the Main Line, where the Line is not level, and it is necessary for the Engine to be detached from the Train for the purpose of attaching or detaching waggons, the Guard must, before the Engine is uncoupled, satisfy himself that the Van-breaks have been put on securely, and, as an additional precaution, must pin down a sufficient number of waggon-breaks, and place one or more sprags in the *heels of the waggons* next to the rear break

in the case of an ascending gradient, and of the foremost waggons in the case of a descending gradient, so as to prevent the possibility of the waggons moving away. The number of sprags must be regulated by the steepness of the gradient, the number of waggons, their loads, and the state of the weather and rails.

Removal of Travelling Cranes.

255. Before attaching any Travelling Crane to his Train the Guard must see that the jib of the Crane is properly lowered and secured, and so fixed that it will pass under the gauge, and it must, when practicable, be so placed that the jib will point towards the rear of the Train.

Chains of Timber Trucks and Boiler Waggons to be secured.

256. The Guard must see that the Chains on Timber Trucks and on Boiler Waggons are secured in order to prevent their getting loose whilst travelling. Foremen, Guards, and Shunters

Tender two short Chains with hooks, a complete set of Lamps, two Red Flags, a Crow-bar, a Screw-jack, a Fire-bucket, a box of Detonators (not less than six), a complete set of Fire-irons, and such other tools as may be ordered by his Superintendent from time to time.

Regulations and
Working
Time-tables.

He must also have with him a copy of these Regulations, and the Working Time-table, for the current month, of the Lines over which his Engine has to run, and must regulate the working of the Train in accordance therewith.

No unauthorised
person to ride on
Engine.

261. The Enginedriver and Fireman must not allow any other person to ride on the Engine or Tender without written or printed permission from a *properly* authorised officer.

Engine not to be
in motion on the
Main Line
without both
Driver and Fire-
man being upon
it.

262. No Engine must be allowed to be in motion on the Main Line, unless both the Enginedriver and Fireman are upon it.

Notices to be
examined before
commencing
work.

263. The Enginedriver, before commencing his day's work, must examine the Notices posted for his guidance, in order to ascertain if there is anything requiring his special attention on those parts of the Line over which he has to work.

To look back.

264. The Fireman on the starting of a Train, and both the Enginedriver and Fireman frequently during the journey (especially when passing a Signalman), must look back and see that the whole of the Train is following in a safe and proper manner.

Not to leave
Station or
Ticket Platform
without proper
Signal.

265. When a Passenger Train is about to start from a Station or Ticket Platform, the signal

to start given by the Guard merely indicates that the Station duty, or the collection of Tickets, is completed; and previous to starting the Train, the Enginedriver must satisfy himself that the Line before him is clear, either by observation, or by obtaining by means of his whistle the exhibition of the necessary Signal, as the circumstances of the

Fireman to look
back.

case may require; and when starting, the Fireman must look back on the platform side until the last vehicle has drawn clear of the platform, to see that the whole of the Train is following in a safe and proper manner, and to receive any signal from the Stationmaster or Guard that may be necessary.

**Engine not to
foul Main Line
without permis-
sion and proper
Signals.**

266. No Engine must enter upon or cross the Main Line without the permission of the person in charge of the Points and Signals, nor then until the Enginedriver has satisfied himself that the proper Signals have been exhibited.

**Engine Lamps
and Indicators.**

267. The Enginedriver must, before starting, see that his Lamps are in good order, and that his Engine carries the proper distinguishing Lamps, or other Indicators of the Train. At and after dusk, and during foggy weather, he must have the Lamps lighted.

**Enginedriver
and Fireman to
stand up.**

268. The Enginedriver must stand up and keep a good look-out all the time the Engine is in motion, and the Fireman must also do so, when he is not necessarily otherwise engaged.

In foggy weather
and snow-storms
speed must be
reduced if Fixed
Signals are not
visible.

269. The Enginedriver and Fireman must carefully observe all Signals, and when from fog or snow-storm, or if, from any cause, the Fixed Signals are not visible as soon as usual, the speed must be reduced, and every possible precaution must be used, especially in approaching Stations and Junctions, so that they may be able to stop the Train short of any obstruction, should the Signals be against them.

To regulate
speed, and not
start before
time.

270. The Enginedriver must regulate the running of his Engine as accurately as practicable, according to the Working Time-table, so as to avoid extreme speed, or loss of time. He must, on no account, leave any Station at which he has stopped before the time specified in the Time-table.

To assist in
forming Train.

271. The Enginedriver must afford such assistance with his Engine as may be required for the formation, arrangement, and dispatch of his Train.

Train under
control of Guard.

The movements of the Train are under the direction of the Guard, to whose instructions as to the stopping, starting, and general working of the Train, the Enginedriver must pay implicit attention.

Home Signals.

272. Home Signals are placed at Stations, Junctions, Sidings, and Signal Boxes, and when at Danger, no Train or Engine must pass them, or foul the crossings or points to which they apply, except as prescribed in Regulations 41, 49, 154, and 275.

Home Signals at Junctions are, as a rule, so placed as to indicate by their positions the Lines to which they apply.

Home Signals at
Junctions not
to be passed at
Danger.

273. Home Signals at Junctions must never be passed when at Danger.

Trains required
to be brought
within such
Home Signals

When a Train has stopped at a Junction Home Signal, and it is necessary to bring the Train within the Home Signal before the section ahead is clear, the Signalman may, where a Starting Signal is provided, and that Signal is at Danger, lower the Home Signal for the Train to draw ahead. The Enginedriver of any Train which has been thus stopped at a Junction Home Signal must, after that Signal has been lowered, go slowly forward, as far as the Line is clear, towards the Starting Signal, but must not pass that Signal until it is lowered.

Home Signals,
(other than at
Junctions), not to
be passed at
Danger, where
there are
Starting Signals.

274. Home Signals at Stations,
Sidings, and Signal Boxes
(other than at Junctions) where
there are Starting Signals, must never be
passed when at Danger.

Trains required
to be brought
within such
Home Signals.

When a Train has been stop-
ped or brought nearly to a
stand at the Home Signal of a Station, Sid-
ing, or Signal Box (other than at Junctions)
where Starting Signals are provided, and it
is necessary to bring it within the Home
Signal before the Block section ahead is
clear, the Signalman may, if the Starting
Signal is at Danger, lower the Home
Signal for the Train to draw ahead.

The Enginedriver of any Train which has
been thus stopped or brought nearly to a
stand at a Home Signal, must, after that

Signal has been lowered, go slowly forward, as far as the Line is clear, towards the Starting Signal, but must not pass that Signal until it is lowered.

Short Train or
Light Engine.

In the case of a short Train or Light Engine, the Enginedriver must only proceed so far as is necessary to leave the last vehicle well clear of the points and crossings, and within sight of the Signalman.

Home Signals,
(other than at
Junctions), where
there are no
Starting Signals.

275. Home Signals at Stations, Sidings, and Signal Boxes (other than at Junctions) where Starting Signals are not provided, must never be passed when at Danger, except as follows :—

Trains required
to be brought
within such
Home Signals.

When a Train has been stopped or brought nearly to a stand at

the Home Signal, and it is necessary to draw it within such Signal before the Line ahead is clear, the Enginedriver must, on receiving verbal instructions from the Signaller, draw past the Home Signal, **so as to bring his Train under its protection**; if the Signaller is too far from the Enginedriver to be able to communicate verbally with him, the Enginedriver must, upon the receipt of the necessary signal by Hand Lamp or Flag from the Signaller, pass the Home Signal, and draw cautiously towards the Signal Box, as far as the Line is clear, and there await the verbal instructions of the Signaller. The Hand Signals for this purpose must be given only by a green light or a green flag.

Observance of
Distant Signals.

276. When an Enginedriver finds a Distant Signal at Danger, he must immediately shut off steam and reduce the

speed of his Train, so as to be able to stop at the Distant Signal post; but if he sees that the way in front of him is clear, he must proceed slowly and cautiously within the Distant Signal, having such control of his Train as to be able to stop it short of any obstruction that may exist between the Distant Signal and the Home Signal, and must bring his Train to a stand as near the Home Signal as the circumstances of the case will allow.

Must observe
and obey Signals.

277. The Enginedriver and Fireman must pay immediate attention to and obey all Signals, whether the cause of the Signal being shown is known to them or

Must be vigilant
and cautious.

not. The Enginedriver must not, however, trust entirely to Signals, but, on all occasions, be vigilant and cautious.

He must also obey the instructions of the officers in charge of Stations.

Train to be
stopped on ex-
plosion of De-
tonator.

278. When an Engine passes over a Detonator, it explodes with a loud report, and the Enginedriver must instantly shut off steam, and bring his Engine to a stand, and then proceed cautiously to the place of obstruction, or until he receives the All Right signal.

Signal not shown
or imperfectly
shown.

279. *The absence of a Signal at a place where a Signal is ordinarily shown, or a Signal imperfectly exhibited, must be considered a Danger Signal, and treated accordingly, and the fact reported to the Signalman or Stationmaster.*

Engine or Train
without Guard
left on Main
Line unprotected
by Fixed
Signals.

280. When, from any cause, an Engine, or Train without a Guard, is compelled to remain

upon the Main Line unprotected by Fixed Signals, the Enginedriver must send his Fireman, or some other competent person, with Danger Signals to protect the Engine or Train during the time it is in such a position, in the manner prescribed for the Guards in

Rules 213 and 214; and when an Engine or Train without a Guard is stopped outside the Home Signal and within the Distant Signal, the Fireman must be sent back in like manner, unless the Train is well covered by such Distant Signal.

Should an accident happen to an Engine, or Train without a Guard, occasioning the obstruction of both Lines of rails, the Enginedriver must, in addition to sending the Fireman back, go
; or send some other competent person,

1,200 yards in advance of the Engine, to stop Trains travelling on the opposite Line to that upon which his Train was running, in like manner as the Guard is directed to do by Rules 213 and 214.

Both Lines
obstructed.

281. Should an accident to a Train occasion the stoppage of, or be dangerously near to, any Line of rails used by Trains running in the opposite direction, the Enginedriver of the disabled Train must immediately detach his Engine (if it is able to run forward) and proceed with it 1,200 yards from the scene of accident, and leave his Fireman with Detonators to act as laid down in Rule 213 to protect the opposite Line of rails; the Enginedriver must then go forward to the nearest Signal Station and inform the Signaller of the obstruction, in order that any Train or Engine running on

the opposite Line may be stopped, until the obstruction has been removed. In the course of the journey from the break-down to the Signal Station, the Enginedriver must stop any Train that may be approaching on the opposite Line, sounding the break-whistle, exhibiting the necessary Hand Signals, and in addition, showing a red Head Light at night.

Engine disabled.

Should the Engine be disabled, the Fireman must, at once, go forward and place the Detonators on the opposite Line of rails, and also perform the duties prescribed for the Enginedriver, as above.

Portion of Train
detached when
in motion.

282. Should any part of a Train become detached when in motion, care must be taken not to stop the *front* part of the Train before the rear portion *has either been stopped, or is running slowly.*

and the rear Guard must promptly apply his break to prevent a collision with the front portion.

Whether to stop
or otherwise
when accident
to, or failure of,
portion of Train
arises.

There may be cases requiring the Train to be stopped, owing to the failure of, or accident to, some part of it, when the prompt exercise of judgment and skill is necessary to decide whether to stop quickly, or otherwise.

If the Engine be defective, the sooner the Train can be stopped the better. If any of the vehicles be off the rails, the breaks in the rear must be instantly applied, in order that by keeping the couplings tight, the disabled vehicles may be kept up, and out of the way of the vehicles behind, until the force of the latter is exhausted, it being desirable, in such cases, that the front portion of the Train should

be brought slowly to a stand. The application of the front breaks might, in such cases, result in further damage, and they should only be applied when the disabled vehicles are in the rear of the Train. In all cases the application of breaks behind a disabled vehicle will be attended with advantage.

Portion of Train
left on Main
Line from acci-
dent or failure
Engine.

283. When a portion of a Train is left upon the Main Line from accident or inability of the Engine to take the whole forward, the Enginedriver must not return for it on the same Line, except by written instructions from the Guard, but must go on the proper Line and cross at the nearest points behind the part left, which he must push before him till convenient to go in front again with the Engine. If the Enginedriver finds it neces-
to return to the rear portion of his Train

on the same Line, he must, before starting with the front portion, send his Fireman back to the Guard to obtain the necessary written instructions authorising him to do so, and if he give such instructions, the Guard must continue to protect his Train in the rear, and prevent a following Train pushing it ahead.

When there is only one Guard with the Train, it is the duty of the Fireman to ride upon the last vehicle of the front portion of the Train until it is placed in a Siding; and it is the duty of the Guard, after putting on his break, and carefully securing the last portion of the Train so that it will remain stationary, to go back, and take the necessary steps for protecting it by Signals, in accordance with Rules 213 and 214.

Where two Guards are employed with the Train, the Under Guard must uncouple it, and ride upon the last vehicle of the front portion, in place of the Fireman as directed above, the Head Guard taking the necessary measures for protecting the last portion.

Proper whistle
on approaching
Junction.

284. When approaching a Junction, the Enginedriver must

give the proper notice by whistle to warn the Signaller of his approach, and must not, until he has seen the proper Signals exhi-

Reduce speed
until Signal seen.

bited for him to proceed, run at a greater speed than will admit of his being able to stop his Train before arriving at the Home Signal, or the points and crossings protected thereby, or short of any obstruction that may exist; and he must so stop his Train

Stop, if Signals
against him.

if the Signals are against him.

The Enginedriver must, as far as practicable

Fireman to look
out when
approaching or
passing Station
or Junction.

have his Fireman disengaged
when approaching or passing
a Station or Junction, so that
he also may keep a good look-out for Signals.

If Signals low-
ered, whistle not
be sounded.

Should an Enginedriver, on
approaching a Junction, find
the proper Signals lowered for him to proceed,
he need not give the Junction whistles.

To protect En-
gine.

285. The Enginedriver must
protect his Engine, in accordance with the
Regulations, without reference to any tele-
graphic communications that may exist be-
tween Stations or Signal Boxes, and he is not
in any way relieved from this duty by the
existence of Block or other Telegraphic
working.

Means to be
adopted by En-
ginedriver to
attract atten-
tion.

286. When an Enginedriver requires the assistance of the Guard's break, he must give three or more short, sharp whistles, or sound the break whistle (when a special whistle is supplied for that purpose), and apply the Communication, where such exists.

Means to be
adopted by
Guard to attract
Enginedriver's
attention.

Should the Guard wish to attract the attention of the Enginedriver, he will, in addition to using the Communication, where such exists, apply his break sharply, and release it suddenly. This operation repeated several times is almost certain, from the check it occasions, to attract the notice of the Enginedriver, to whom the necessary Caution or Danger Signal, as the case may require, will be exhibited.

Engine passing
for a short dis-
tance on wrong
Line in case of
accident.

287. If, in case of accident, an Engine or Train is unavoidably obliged to run for a short distance in the wrong direction on either Line, the Guard or Fireman must go or send some other competent person back to the next Signalman, and obtain his permission in writing for the Engine or Train to run on the wrong Line to his Post; and the Enginedriver must not, under any circumstances, move in the wrong direction until he has received such written permission.

Engine not to
push Train.

288. No Engine must be allowed to push a Train of carriages or waggons on the Main Line, unless within Station limits, but must in all cases draw it, except under
Exceptions. special regulations when assisting up inclines, or when required to start a Train from a Station. In case of an Engine

being disabled on the road, the succeeding Engine may push the Train slowly to the nearest Siding or cross-over road, at which place the pushing Engine must take the lead.

Assisting Engine
not to leave Train
except where
there are Fixed
Signals.

289. When one or more Engines are employed to assist a Train in the rear, they must not leave the Train, except at places where there are Fixed Signals and a man on duty. When two or more Engines are employed to draw a Train, they must not be uncoupled except at places where there are Fixed Signals and a man on duty, nor then until the Engines have been brought to a stand.

Light Engines to
be coupled.

When two or more Light Engines have to pass at the same time through a Block Section, they must be coupled together before entering such section, and must not

uncoupled except at a Block Signal Box, where there are Fixed Signals and a man on duty.

Train drawn by
two Engines.

290. When two Engines are employed in drawing the same Train, the Enginedriver and Fireman of the leading

Duty of each
Enginedriver as
to Signals.

Engine are responsible for the observance of Signals; the Enginedriver of the second Engine must watch for, and take his signals from, the Enginedriver of the leading Engine, but the Enginedriver of the second Engine is not relieved from the due observance of all Signals regulating the safe working of the Line.

Caution in starting.

Great caution must be used in starting such a Train to prevent the breaking of the couplings.

Engine Tail
Lamps.

291. Engines when running on the Main Line without a Train must carry a

Tail Lamp in the rear, both by day and by night.

Engines assisting Trains in the rear must carry a Tail Lamp.

Engines drawing Trains must not carry any Tail Lamp in the rear.

In the case of two or more Engines running coupled together without a Train, the last Engine only must carry a Tail Lamp.

To Signal Train
on opposite Line
when necessary.

292. Should an Enginedriver observe anything wrong on the Line of rails opposite to that on which his Train is running, he must sound his whistle and exhibit a Danger Signal to any Train or Engine he may meet, and stop at the first Signal Box or Station, and report to the *Sig-man, or person* in charge, what he has ob-

served. Should he meet an Engine or Train too closely following any preceding Engine or Train, he must sound his whistle and exhibit a Caution or Danger Signal, as occasion may require, to the Enginedriver of such following Engine or Train.

To start and stop
with care.

293. The Enginedriver must start and stop his Train carefully and without

To run on pro-
per Line.

a jerk, and pass along the proper Line, which, in the case of an ordinary double Line, is the left hand side of the Permanentway, in the direction in which the Engine is travelling.

To be careful in
approaching Sta-
tions, and not to
stop short of, or
overrun platform

He must carefully approach all Stations at which his Train is required to stop, and must not stop short of, or overrun the platform ; and he must exercise great care in passing Stations where he is not required to stop.

Use of whistle.

Should a Train be approaching, stopping at, or leaving a Station, on the opposite Line, or should shunting operations be going on, he must, on approaching and whilst passing, sound the Engine whistle. The whistle must also be sounded on entering a tunnel.

Whistle on entering tunnel.

Stopping of Trains.

In stopping his Train, he must pay particular attention to the state of the weather and the condition of the rails, as well as to the length of the Train ; and these circumstances must have due weight in determining when to shut off the steam.

Terminal Stations to be entered with special care.

Terminal Stations must be entered with special care.

When a Passenger Train overruns, or stops short of, a platform.

294. Should a Passenger Train in stopping at a Station, overrun, or stop short of, the plat-

form, the Enginedriver must not move the Train back or draw it forward until he receives instructions from the Guard in charge to do so. Stationmasters, Guards, and others must at once take steps to prevent passengers leaving the carriages that are not at the platform; and as soon as the Guard in charge has satisfied himself that all carriage doors are closed, and that no passengers are entering or leaving the Train, he must instruct the Enginedriver to put back or draw up to the platform as may be required. The Enginedriver must sound his whistle before moving his Train.

Interval of time
between Trains.

295. Where the Block System is not in operation, no Train or Engine must be allowed to follow any other Train or Engine on the same Line, within five minutes.

**Time intervals
between Trains
at Junctions.**

296. Should a Passenger Train approach a Junction within ten minutes after a Goods, Cattle, Mineral, or Ballast Train, which it has to follow on the same Line, the Signalman must stop it, and inform the Enginedriver of the time that has elapsed since the previous Train passed, and the Passenger Train must proceed cautiously until the Enginedriver receives an All Right signal indicating that the Goods, Cattle, Mineral, or Ballast Train is shunted, or that there is an interval of at least ten minutes between such Train and the Passenger Train.

Should two Trains which have to run forward on the same Line, approach a Junction within five minutes of each other, the second Train must be stopped, and the Enginedriver *informed of the* Train in advance. If the

first Train has passed more than five minutes, but less than ten minutes, the Signaller must exhibit the Caution Signal by Hand, Hand Lamp, or Flag, as occasion may require, to the Enginedriver of the second Train.

Exception to
Regulation
296.

NOTE.—*This Rule does not apply where the Block System is in operation, and Trains are telegraphed as clear of the Post in advance before the time stated has elapsed, nor to Signal Boxes at the entrance to Stations at which two or more Trains have to connect with each other ; in the latter case, unless special instructions for the working of the Traffic are provided, the Signaller, before lowering the Signal for a Train to enter the Station, must satisfy himself that the Line is clear to the point the Train has to run to, and, if he is in doubt, he must stop the Train and caution the Enginedriver,*

both verbally and by Hand Signal, before he allows it to enter the Station.

Defect in Road
or Works, Tele-
graph Signals,
Posts, or Wires.

297. The Enginedriver must report at the first Station at which he stops any defect in the Road or Works, Electric Telegraph Posts or Wires, or Signals, which he may have observed, and at the end of his journey report to his Superintendent, Foreman, or the Clerk in attendance, the state of his Engine and Tender, any irregular working of Signals, or other unusual circumstance that may have taken place on the journey.

Report to be
made at end of
journey.

Irregular work-
ing of Signals.

Shunting of
waggons from
Trains.

298. Waggons must not be shunted into Sidings, nor to other waggons upon the Main Lines, without remaining attached to the Engine, except

the waggons are attended by a competent person prepared to put down the waggon breaks, or apply sprags, as the case may be, so as to prevent their coming into violent contact with other waggons or vehicles, or fouling other Lines.

Shunting waggons into incline Sidings.

When waggons require to be shunted into incline Sidings, the trucks to be moved at one shunt must be limited to such a number as the Engine can push up without going at a violent or excessive speed.

Double shunting.

299. Double shunting is strictly prohibited except when done by Engines specially used for the purpose of shunting, and attended by experienced shunters.

Fly shunting.

Fly shunting of empty vehicles against loaded Passenger Trains, and of

vehicles containing Passengers or Live Stock, is strictly prohibited.

Enginedriver of
Light Engine to
shunt where
necessary.

300. When a Light Engine is running on the Line unaccompanied by a Guard, the Enginedriver will be held responsible for shunting where necessary for Trains to pass, and for carrying out the instructions prescribed for the Guard in Regulations 130 and 222.

Goods and
Mineral Trains
to stop as marked
in Working
Time-table.

301. Goods and Mineral Trains must stop at the places specified in the Working Time-table unless, on approaching a Station or Siding, a signal is given by the Stationmaster or Signaller, by Hand Lamp or Flag, that it is not necessary for the Train to stop. When this is done, the Train may run past the Station or Siding without stopping,

Exceptions.

unless there are waggons or goods to leave, when the Enginedriver will have instructions from the Guard to stop. In the case of

Trains timed to stop when required.

a Train timed to stop at a Station or Siding when required, the Enginedriver of such Train must stop at the Station or Siding, unless he receives a Hand Signal to proceed without stopping.

Speed of Special Trains.

302. Special Trains, whether Passenger, Fish, Horse, Cattle, Goods, Coal, or otherwise, must be run as nearly as practicable at the same rate of speed as corresponding Trains shown in the Working Time-table, and of which they may form a part; and the speed of Special Trains must, in no case, exceed that of such corresponding Trains, unless under specific instructions from the Superintendent of the Line.

Train on Fire.

303. Should any vehicle in a Train be on fire, the Train must be stopped, and the Guard must protect it in compliance with Rules 213 and 214. The Under Guard or Fireman must detach the waggons or carriages in the rear of those on fire, and the burning vehicles must be drawn forward to a distance of fifty yards at least, and then be uncoupled, and left until the fire can be extinguished, to effect which every effort must be made.

Train at stand
on opposite Line,
obscured by
steam or smoke.

304. Should an Enginedriver observe a Train or Engine at a stand, on the opposite Line to that on which he is travelling, obscured by steam or smoke, he must sound his whistle and approach it very cautiously, so as to be able to stop if necessary.

Platelayers' Sig-
nals to reduce
speed

305. A Green Flag or a Green Light, exhibited by Plate-

layers, indicates that Trains and Engines must reduce speed to fifteen miles an hour over the portion of Line protected by such Green Signal.

Shunting Train
from one Main
Line to the other
to allow another
to pass.

306. When a Train or Engine has to be shunted from one Main Line to the other to allow a following Train to pass, such Train or Engine must be set well within the Home Signal, so as to be efficiently protected by it from any Train or Engine approaching from the opposite direction.

Shunting from
one Line to
another after
sunset, or in
foggy weather.

307. When any Train or Engine is shunting from one Line to another after sunset or in foggy weather, the Head and Side Lights of the Engine must be reversed so as to show Red against any other Train or Engine travel-

ling on the Line of rails obstructed by the Train or Engine so shunting.

Lights on Shunting Engines.

Shunting Engines employed exclusively in Station Yards and Sidings must, after sunset and in foggy weather, carry both Head and Tail Lamps showing a Red Light.

Hose of Water Tanks must be secured back.

308. Enginedrivers, after taking water from Tanks or Water Columns, must be careful to leave the Hose or Water Crane clear of the Main Line and properly secured.

Smoke from Engines.

309. Enginedrivers must so arrange their fires as to avoid any unnecessary emission of smoke from their Engines whilst standing at or passing Stations.

Enginedriver
leaving Engine.

310. The Enginedriver when on duty must not leave his Engine unless it is absolutely necessary for him to do so, and, under no circumstances, without a man being left in charge of it, and the Engine in a Siding, and out of gear, and with the Tender-break hard on.

INSPECTORS, GANGERS, PLATE- LAYERS, & OTHERS EMPLOYED ON THE PERMANENTWAY.

Ganger to be
provided with
Regulations,
Working Time-
table, Signals,
and a Perma-
nentway Gauge.

311. In each Gang of Plate-layers or men repairing the Permanentway, there shall be a Foreman or Ganger; and the Inspector of Permanentway for the district must take care that every such Foreman or Ganger is provided with a copy of these Regulations, a

Working Time-table for the current month, the proper Signals, and a Permanentway Gauge.

Lamps and
Signals to be
supplied.

312. Each Gang of Platelayers or Labourers must be supplied by the Inspector of Permanentway for the district, with two sets of Day Signals, two Hand Signal Lamps, and a proper number of Detonators. Each Ganger will be held responsible for having his Signals constantly in proper order and ready for use.

Rules must be
read and ex-
plained to men.

313. Each Foreman or Ganger must constantly have with him, when on duty, a copy of these Regulations, which he must read and explain to every man engaged under him, and produce when required.

*Observance of
Regulations.*

314. The Inspector must take *care that all* Regulations are observed, and

report any departure from them to the Engineer.

Inspectors to
have register of
names and
abodes of men.

315. Each Inspector must have a register of the name and place of residence of all the men employed in his district, so that, in case of accident, he may be enabled to summon them immediately to assist in any way that may be required; and should any obstruction take place, caused by snow, frost, slips, or other sudden emergency, he must immediately collect the number of men required.

Must summon
men in
emergency.

316. The Signals to be used by the men engaged in repairing the Permanent-way are Red and Green Flags, Hand Lamps, and Detonators. The Flags must be used during daylight, the Lamps after sunset and in foggy weather, and the Detonators at all times when necessary.

Signals to be
used.

Meaning of
Signals.

The Red and Detonating Signals indicate Danger, and must be used when it is necessary to stop a Train. The Green Signal indicates Caution, and must be used when it is necessary to slacken the speed of a Train. The Red Signal must not, on any account, be used except in cases of danger, and when it is necessary that a Train should be stopped.

Working of
Fixed Signals
when Platelayers
are at work
within Station
limits, or near
intermediate
Signal Boxes.

317. When it is necessary to change or turn a rail, or in any manner to obstruct the Line, or to do any work to the Permanentway, between the Distant Signals of any Station, Junction, or any intermediate Signalling place, of a character to make the exhibition of a Signal at all necessary, the permission of the Signaller in charge of the Fixed Signals must be first obtained by the

Foreman Platelayer, and the work must not be commenced until the Signals have been placed at Danger, and the Signals must remain in that position until the Signalman is informed by the same Platelayer that the Line is again clear, and safe for the passage of Trains.

Platelayers to
send out a
Flagman.

The Platelayers must, in addition, protect their operations by sending out a Flagman as ordered by Rule 321.

Flagman.

When a Flagman in going back to stop a Train, passes any Signal Station or Junction, he must request the Signalman to keep at Danger the Signals of that Station or Junction, to protect the Line which is obstructed, and the Signalman so instructed must not take off his Signals until the Flag-

man or Foreman Platelayer in charge of the work, has informed him that the obstruction has been removed, and that the Line is clear; the object being that the Signaller and Platelayers shall not show contrary Signals to approaching Enginedrivers.

Fixed Signals
not to be used
except in cases
of emergency.

318. Platelayers and Labourers must not, except in case of emergency, or as provided in Rule 317, avail themselves of the Fixed Signals, and must, in all cases, use their own special Signals for their own purposes.

Passenger Train
following Goods
or other Trains
to be cautioned.

319. Where the Line is not worked under the Block Telegraph Regulations, if a Passenger Train approach within ten minutes of a Goods, Cattle, Mineral, or Ballast Train, or Light *Engine*, the men repairing the Line must

give the Enginedriver of such Passenger Train a signal to go slowly.

Ballast Train
discharging or
taking up
materials on
Main Line
between two
Block Signal
Boxes.

320. Should a Ballast Train have to discharge or take up materials on the Main Line between two Block Signal Boxes, the Guard of such Train must, before entering the section, inform the Signalman in charge of the Block Signal Box there of the fact, so that he may be aware of the proposed occupation of the Line, and give any instructions that may be necessary as to the shunting of the Ballast Train for other Trains.

Protection of
Main Line in
case of obstruc-
tion.

321. Previous to any Truck, Lorry, Waggon, or other impediment being placed upon the Line, or in the event of any Ballast Train or other Train being obliged to remain stationary on the

Main Line, or to move slowly, so as to be in danger of being overtaken, or in case of any slip or failure of the works, or if, from any other cause, the Line is not safe, the Danger Signal must be plainly exhibited, and two Detonators placed upon the Line, ten yards apart, at a distance of not less than three-quarters of a mile from the point where any impediment or danger exists, in the direction of any coming Train or Engine, even if no Train or Engine is expected, by the Foreman or Ganger, or by a competent man appointed by him to do the duty, who must continue to exhibit the Signal until a messenger arrives with express orders from the Foreman or Ganger to withdraw the Signal, which order, however, must not be sent until the impediment or obstruction is completely removed.

Obstruction of a
Single Line or
both Lines of a
Double Line.

If the impediment or obstruction renders both Lines unsafe, or occurs on a Single Line of Railway, the Ganger must send out Danger Signals, and have two Detonators placed on the Line, ten yards apart, not less than three-quarters of a mile in both directions.

Obstruction near
a tunnel.

Should the distance of not less than three-quarters of a mile fall within a tunnel or close to the mouth of a tunnel, nearest to the obstruction, or in any other position where, owing to the formation of the Line, or from some other circumstance, the Enginedriver of an approaching Train or Engine would be unable to obtain a good and distant view of the Signal, then the Signal must be exhibited at the end of the tunnel farthest from the obstruction or unsafe portion of the Line, or at such a distance over

and above the prescribed distance of not less than three-quarters of a mile as may be necessary to ensure the Enginedriver obtaining a good and distant view of such Signal.

Signals during
relaying.

322. Before a rail is taken out, during relaying operations, or when the Line is not safe from any cause, a Danger Signal must be exhibited, and two Detonators placed on the Line, ten yards apart, at a point at least one mile from the place of obstruction, and, in case of a Single Line, this must be done in both directions.

Changing rail.

In all cases, before taking out a rail, the Platelayer must have at the spot a perfect rail in readiness to replace it.

Signals when
repairing Line.

323. When repairing, lifting *the Line*, or performing any operation so as

to make it necessary for a Train to proceed cautiously, the Foreman or Ganger must send a man back at least half a mile, and as much further as the circumstances of the case render necessary, who must exhibit the Caution Signal so as to be plainly visible to the Enginedriver of the approaching Train.

Rails not to be displaced in foggy or snowy weather, except absolutely necessary.

324. In no case, except in the most absolute necessity, is a rail to be displaced, or any other work to be performed, by which an obstruction may be made to the passage of the Trains, during a fog or snow-storm, and the times for effecting repairs which involve the stopping of Trains must, as far as practicable, be so selected as to interfere as little as possible with the passage of the Traffic.

Platelayers'
Signals to
reduce speed.

325. A Green Flag or a Green Light, exhibited by Platelayers, indicates that Trains and Engines must reduce speed to fifteen miles an hour over the portion of Line protected by such Green Signal.

Distance at
which Caution
Signal must be
exhibited.

The Caution Signal must always be exhibited at a distance of at least half a mile from the point where it is required that the speed of Trains and Engines should be reduced, and as much further as the circumstances of the case render necessary.

Protection of
Lorry or Truck
on Main Line.

326. When a Lorry or Truck is used for conveying materials on along the Line, it must be taken in same direction as the Trains run, and placed at a distance of not less than three-

quarters of a mile by a man with Danger Hand Signals and Detonators. In the case of a Single Line, the Lorry or Truck must be protected in both directions.

Lorry not to be run in wrong direction.

On no occasion must a Lorry be run in the wrong direction on any Line.

Lorries to be placed on Line by Platelayers only.

327. No Lorry must, in any case, be placed on the Line, except by the Platelayers, and with the knowledge of the Ganger, who is responsible for seeing it properly protected and used.

Lorry not to be attached to Train and to be left clear of Main Line.

328. No Lorry must, under any circumstances, be attached to a Train, and all Lorries, when not in use, must be taken off the rails, placed well clear of the Line, and the wheels secured with chain and padlock.

Main Line to be
clear ten
minutes before
Train is due.

329. No Ballast Train, Waggon, Truck, Lorry, or other impediment must be allowed to be on any part of the Line within ten minutes of a Train being due; and excepting in cases of accident, or absolute necessity, all repairs must be effected, and the Line made clear and safe for the passage of Trains not less than ten minutes before a Train is due.

Persons in
charge of Ballast
Trains to obey
orders of Station-
masters, Inspec-
tors, and Signal-
men.

All persons in charge of Ballast Trains must obey the orders of the Stationmasters, Inspectors, and Signalmen, so far as regards the time of their running on the Line, and no Ballast Enginedriver must leave a Siding without the permission of the person in charge of the Signals.

Ballast Guards
to carry out
Regulations

Ballast Guards are responsible
for carrying out Regulations

213 and 214, and all other Regulations prescribed for Guards for the protection of Trains.

Ballast Trains
not to work on
Main Line dur-
ing fog.

330. Ballast Trains must not work on the Main Line in a fog, except when authorised under special

No Ballast Train
to be run, or
Lorry used,
except during
daylight.

circumstances, and no Ballast Train, Waggon, Truck, or Lorry must be used, if possible

to avoid it, except during daylight, and when the weather is sufficiently clear for a Signal to be distinctly seen at a distance of half a

If used by night
or in foggy
weather.

mile. But when necessary to use Ballast Trains at night, or during a fog, a lighted Red Tail Lamp and two lighted Red Side Lamps must be attached to the last vehicle of the Train. By day the usual Tail Lamp must be attached to the last vehicle.

Accident to
Train, or failure
of works, to be
reported.

331. Any accident to a Train or Engine, or failure of any part of the works affecting the safety of the Line, must be reported as soon as possible to the nearest Inspector of Permanentway and to the Stationmasters on both sides of the point at which the accident or failure has occurred; and in the event of a Signal Station intervening between the point of accident or failure and the nearest Station in either direction, the occurrence must also be reported to the Signaller on duty.

Summoning
assistance.

In conveying intelligence of, or in summoning assistance to, any accident or failure, a Platelayer must be sent as quickly as possible to the next gang in each direction, from which a Platelayer must, in like manner, be sent to the next more distant *& until* information of the accident has,

by this means, reached the nearest Station in each direction, and the necessary assistance has been obtained ; the Platelayers of each gang proceeding, without loss of time, to the place at which their services are required.

Foreman or
Ganger to walk
over his length
of Line.

332. Each Foreman or Ganger must walk over his length of Line every morning and evening on week-days, and, where Passenger Trains are run, once on Sundays, and tighten up all Keys and other Fastenings that may be loose ; and he must examine the Line, Level, and Gauge of the road, and the state of the Joints, marking, and, if necessary, repairing such as are defective.

Points and
Crossings to be
examined.

All Points and Crossings must be carefully examined, and, if necessary, adjusted.

Broken Signal
wires to be
repaired.

Broken Signal Wires must be temporarily repaired until the regular Signal-repairer can attend to them.

Obstructions to
proper working
of Signals to be
removed.

Any obstruction to the proper working of the Signal wires or Signals must be removed.

Proper Scotchies
to be provided.

The Ganger must take care to maintain proper Scotchies on all Sidings requiring them.

Gangers to
report disregard
of Signals, and
defects of Signal
Wires and Tele-
graph.

333. Each Foreman or Ganger must report to the Inspector of Permanentway every case in which any Signal is disregarded by an Enginedriver; also when any telegraph pole appears to be in an unsafe state, or any of the wires are broken, slack, entangled, or *touching each other* or any building. He

must also see that all grass, boughs of trees, and rubbish are removed from the electric telegraph and signal wires.

Signal for Train
following.

334. A Red Board, or a Red Flag by day, or an extra Red Light by night, attached to the last vehicle of a Train or Engine, denotes that an extra Train or Engine is to follow; and Platelayers are required to look for such signals on the last vehicle of

Specials
run without
notice.

the Train. But as Special Trains or Engines have frequently to be run without previous notice of any kind, it is necessary, at all times, to be prepared for such extra Trains or Engines.

Lifting of Per-
manentway.

335. In lifting the Permanentway, no lift must be greater than three inches at once, and then it must be effected in a length of at least twenty yards, in such a

manner as not to occasion any sudden change of gradient. Both rails must be raised equally and at the same time, and the ascent must be made in the direction in which the Trains run.

Ballast not to be
thrown up.

336. No ballast must be thrown up to a higher level between the rails than three inches, and it must be thrown as much as possible on the outside of each Line, and between the two Lines. The rails must be

Rails to be kept
clear.

kept clear of gravel, ballast, or any other material.

Waggons in Sid-
ings to be pro-
perly secured.

337. No waggon or other vehicle, employed in the Permanentway department, must be left in any Siding without the wheels nearest to the entrance into the Main Line being properly scotched and secured.

No Blasting
without authori-
ty of Engineer.

338. No Blasting must be allowed on any slopes or elsewhere, on or near to the Railway without the authority of the Engineer.

Crossing Gates to
be closed and
fastened.

339. Gangers must close and fasten all Gates they find open, and report the circumstances, in order that the persons who are required to keep such Gates closed and fastened may be charged with the penalties.

Examination of
works in case of
Flood.

340. Each Foreman or Ganger is required, in the event of a Flood, to examine carefully the action of the water through the Culverts and Bridges on his length of Line ; and should he see any cause to apprehend danger to the works, he must immediately exhibit the proper Signals for the Trains to proceed cautiously, or to stop,

as necessity may require, and inform the Inspector thereof; and until the Inspector arrives he must take all the precautionary measures necessary for securing the stability of the Line.

Fire upon or
near the Line.

341. In the event of any fire taking place upon or near the Line, the men employed on the Line must take immediate measures for putting it out.

Cleaning of
Points and
Signals.

342. Gangers must oil and keep clean the working parts of Points and Signals, unless the duty is otherwise specially provided for.

Line to be kept
clear and safe.

343. Each Foreman or Ganger must keep his portion of the Line clear and safe, and the Fences in perfect *repair; and in the event of any Sheep, Cattle*

Fences to be re-
paired.

Cattle on Line.

or other Animals getting within the Fences, he must immediately remove them, and report the circumstance to the Inspector of Permanentway.

Defects, to be immediately repaired.

344. Foremen or Gangers must see that all broken Chairs, Rails, Sleepers, or other defective Materials, are removed from the road with the least possible delay, and sound materials substituted.

Implements and materials to be kept clear of Rails.

All Tools, Rails, Sleepers, pieces of Iron or Wood, or other Implement or Material, must be carefully placed so as to be quite clear of the Line, and not within two feet of the rails.

Responsibility for security of Rails, Chairs, and other materials.

345. Each Inspector of Permanentway will be held responsible for the security of all Rails, Chairs, and Sleepers, and other Permanentway ma-

terials in his district, and they must be kept clear of both Lines, and properly stacked.

Security of Tools
and Implements.

346. All Tools and Implements required for the repair of the Line, must, when not in use, be kept locked up in a building, or in boxes, for the security of which each Foreman or Ganger on his own length of Line is responsible.

Platelayers to
keep clear of
Trains.

347. Platelayers and labourers must desist from work upon a Train approaching, and must not cross over to the other Lines, but move to the side of the road, clear of all the Lines, to secure themselves from the risk of accident by Trains running in opposite directions.

Working in tun-

348. Each Platelayer working in a tunnel when Trains are approaching in both directions, must, if he be unable to reach

any recess in the walls, lie down either in the space between the two Lines of rails, or between the Line and the side of the tunnel, until the Trains have passed. The width of the space depends on the construction of the tunnel, with which every man must make himself acquainted, in order that he may select the place which affords the greatest safety.

Materials found
upon Line to be
collected.

349. Each Foreman or Ganger will be responsible for collecting any Coupling Chains, Hooks, Pins, Iron, or other materials, which may be found on the Line, and for having them conveyed to the nearest Station weekly.

Luggage and
Goods found on
Line to be taken
to nearest Sta-
tion.

350. All Luggage, Goods, or articles found on the Line, must immediately be taken to

the nearest Station, and a report made containing the best information that can be obtained respecting the Train from which they may have fallen.

Articles a Ganger to have when examining Keys and Fastenings.

351. Each Ganger must, when going over his length of Line to examine the Keys and Fastenings of the rails have with him a supply of Keys, Nuts, and Packings, as well as a Gauge, Keying-hammer, and Spanners or Nut Keys.

Control of horses.

352. When a horse is used on the Railway, a man must, in all cases, have hold of its head, whether the horse is drawing vehicles or otherwise.

Company's workmen not to travel with Passengers.

353. Platelayers and other workmen of the Company holding third-class passes, must ride in a third-class

carriage, and, whenever possible, in a compartment by themselves separate from passengers. When a large number of workmen travel by the same Train, carriages will be provided for their use, and they must ride in these carriages only.

Trespassers. 354. Gangers must order off the Railway all persons Trespassing within the fences in their districts, and if such persons persist in remaining, they must take them to the nearest Station and give them in charge of the Stationmaster or Police.

N.B.—The attention of every Platelayer is also directed to Regulations 61 to 71 (Signalling in Foggy Weather or during Snow-storms.)

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY BY TRAIN STAFF AND TICKET.

Train Staff or
Ticket to be
carried.

355. A Train Staff or Train Staff Ticket must be carried with each Train or Engine, and without this Staff or Ticket no Train or Engine must be allowed to travel on the Line.

No Train to leave
unless Staff is at
the Station.

356. No Train or Engine must be permitted to leave any Staff Station, unless the Staff for that portion of the Line over which it is to travel is then at the Station.

Signals at
Crossing Stations

357. At Stations where Trains have to cross each other, all Signals must be kept at Danger, except when required to be lowered to admit a Train, and when Trains,

which have to cross each other, are approaching the Station in opposite directions, and the Signals have been lowered for one Train, they must not be lowered for the other Train until the first Train has come to a dead stop, and the Signalman has seen that the Line on which the other Train will arrive has been left quite clear.

Custody of Staff.

358. The person in charge of the Station for the time being is the sole person authorised to receive and deliver the Staff or Ticket.

When Staff is to
be given to
Enginedriver.

359. When a Train or Engine is ready to start from a Station, and no second Train or Engine is intended to follow before the Staff will be required for a Train in the opposite direction, it is the duty of the person in charge of the Station to give

the Staff to the Enginedriver, who will then place it in a socket provided for that purpose on the Engine.

When Tickets
are to be given to
Enginedriver.

360. If other Trains or Engines are intended to follow in succession before the Staff can be returned, a Ticket indicating that the Staff is following must be given by the person in charge of the Station to the Enginedriver of the first Train or Engine, **the Staff for the Section being shown to him**, and so on with any other Train or Engine, except the last, the Staff itself being given to the Enginedriver of the last Train or Engine, as directed in Regulation 359. After the Staff has been sent away, no other Train or Engine must, under any circumstances, leave the Station to follow in the same direction until the Staff *for that section* has been returned.

**Enginedriver
not to start until
he has received
the Staff or
Ticket.**

361. No Enginedriver with a Train or Light Engine must leave a Station until he has received the proper Staff or Ticket for that section of the Line over which he is about to travel, and he must not take the Staff or Ticket from any other than the person in charge of the Station for the time being.

Signals.

After receiving the Staff or Ticket he must not start until the proper Signals have been exhibited, and, when with a Train, until a signal has also been given by the Guard. On arriving at the Station to which the Staff or Ticket extends, such Staff

**Staff or Ticket
to be given up.**

or Ticket must immediately be given up to the person in charge of the Station, to be dealt with as the latter may be instructed by the Superintendent of the Line.

Penalty for
Enginedriver
leaving without
Staff or Ticket.

362. An Enginedriver will render himself liable to dismissal if, under any circumstances, he leaves a Station without the Staff or Ticket for the section over which he is about to run ; or, he leaves with a Ticket, without having all seen the proper Staff.

Staff, Boxes, and
Tickets.

363. Each Staff has engraved or marked on it the name of the Staff Station at each end of the section to which only applies. The Staff, Boxes, and Tickets of the different sections are painted and printed in different colours.

Tickets to be
kept in a box,
of which the
Staff is the key.

364. The Tickets must be kept in the proper Ticket-box fastened by an inside spring, the key to open the box being the Staff for the same section *as the box, so that if the Ticket-box is kept*

locked, for which the person in charge of the Station will be held strictly responsible, access to the Tickets cannot be obtained unless the proper Staff for the section is then at the Station.

**Spare Tickets to
be locked up.**

365. All spare Tickets must be kept under lock and key, and in the care of the person in charge of the Station.

**Place for Staff
when at Station.**

366. The Staff, when at the Station, must not be kept in the box, but on the brackets outside of it.

**Not to take Staff
or Ticket beyond
proper Station.**

367. Enginedrivers must be extremely careful not to take the Staff or Ticket beyond the Station at which it ought to be left.

Special Trains.

368. When a Special Train or Engine has to be run, the usual Special Train

Tail Signal must be attached to the preceding Train for the guidance of the Platelayers and others employed on the Line.

Trains assisted
by second
Engine.

369. When Trains are assisted by a second Engine in the front, the leading Engine must carry the Staff or Ticket; but when the assistant Engine is behind pushing the Train, the Train Engine must carry a Ticket, and the assistant Engine the Staff, except in cases where the Train and assistant Engine are travelling over the entire length of section, and have to be followed by another Train or Engine, when the Train and assistant Engine must each have a Ticket. When the assistant Engine is intended to return to the Station from which it started, without running through the entire section, it must always carry the Staff.

Engine carrying
Staff, disabled.

370. In the event of an Engine which carries the Staff breaking down between two Stations, the Fireman must take the Staff to the Staff Station in the direction whence assistance can be obtained or is expected, in order that the Staff may be at the Station on arrival of the Engine. Should the

Engine carrying
Ticket, disabled.

Engine that fails be in possession of a Ticket instead of the Staff, assistance must only come from the Station at which the Staff has been left. But if assistance can be more readily obtained at a Station other than that where the Staff is, immediate steps must be taken to have the Staff transferred to the other end of the section. The Fireman must accompany the assistant Engine to the place where he has left his own Engine.

When Line is
Blocked.

371. Should the accident be of such a nature as to block the road, and the

traffic is likely to be stopped for any considerable time, special arrangements must be made for working the Trains to and from the point of obstruction on each side. The Train Staff Regulations must be carried out on that side where the Staff is at the moment of the accident, and, on the other side, the Traffic must be conducted by a Pilotman to be appointed by an order in writing, and the person in charge of each end of the section worked by the Pilotman must have a copy of such order.

When Line is
clear after being
blocked.

372. When the Line is again clear, no Train or Engine must be allowed to pass the point of obstruction without the Staff and the Pilotman. The Pilotman must accompany the Train or Engine carrying the Staff to the Staff when the Traffic will be again

conducted according to the Train Staff Regulations.

**Ballast Train at
work on the Line.**

373. When a Ballast Train has to work on the Line, the Staff must be given to the Enginedriver in charge of it. This will close the Line whilst the Ballast Train is at work. The Ballast Train must proceed afterwards to one of the Staff Stations to open the Line, before the ordinary Traffic can be resumed.

**Staff Stations
shown in Work-
ing Time-tables
or Appendices.**

374. The Working Time-tables or Appendices, issued for the guidance of the Servants, will contain the necessary information from time to time as to the places which are appointed Staff Stations.

FORM OF TRAIN STAFF TICKET

where such Ticket is in use.

MIDLAND RAILWAY.**TRAIN STAFF TICKET.**

_____ Line or Branch.

Train No _____ **(DOWN.)**

To the Enginedriver.

You are authorised, after seeing the Train Staff for
the Section, to proceed from _____

to _____, and the Train Staff will follow.

Signature of person in charge _____

Date _____ [OVER].

(Back of Ticket.)

This Ticket must be given up by the Enginedriver, immediately on arrival, to the person in charge of the Station to which he is authorised to proceed, to be dealt with as the latter may be instructed by the Superintendent of the Line.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY BY PILOT GUARD.

Dress.

375. The Pilot Guard will be distinguished by a special dress or badge; and no Train or Engine must, under any circumstances, be allowed to run on the Line unless it is either accompanied or personally started by the Pilot Guard wearing such dress or badge.

Pilot Guard,
when practicable,
to accompany
every Train.

376. The Pilot Guard will, when practicable, accompany every Train, but, when it is necessary to start two or more Trains from one end of the section under his control before a Train has to be started from the other end, the Pilot Guard

Exception.

must furnish the Guard of each Train, not accompanied by himself, with one of the printed Pilot Guard's Tickets, where such are provided, properly filled up and signed, and personally start such Train, and must himself accompany the last Train. The Ticket granted in this case will apply only to the Single journey to the other end of the section, where it must be immediately given up to the person in charge of the Station, to be dealt with as the latter may be instructed by the Superintendent of the Line. The Enginedriver must not start his Train without seeing the Pilot Guard, and, in case the Pilot Guard does not accompany the Train, until he has received from the Guard of his Train the Pilot Guard's Ticket authorising him to proceed. An Enginedriver working an Engine unaccompanied by a Guard, must

Enginedriver
working without
Guard.

observe the same regulations as herein laid down for a Guard with a Train.

**Starting of
Trains.**

377. Previous to starting any Train, the Pilot Guard must ascertain from the Guard of the Train that all is right, and that he is ready to go on.

**Disabled
Trains.**

378. In the event of a Train accompanied by the Pilot Guard becoming disabled, the Pilot Guard must make the best arrangements the circumstances of the case allow for procuring assistance with the least delay.

In the event of a Train unaccompanied by a Pilot Guard becoming disabled, the Guard in charge must take the necessary steps for the protection of his Train, and communicate with the Pilot Guard as soon as possible.

Signalman to
stop Train unless
running by
authority of
Pilot Guard.

379. No Train or Engine must be allowed to enter upon any Single Line section without being stopped by the Signalman, who must not allow it to pass until he has made himself perfectly satisfied that the Pilot Guard is accompanying it, or has given authority for it to start.

FORM OF PILOT GUARD'S TICKET

where such Ticket is in use.

MIDLAND RAILWAY.Line or Branch.

Train No. _____ **(DOWN.)**

To the Guard and Enginedriver.

You are authorised to proceed from _____

to _____, Pilot Guard following.

Signature of Pilot Guard _____

Date _____

[OVER].

(Back of Ticket.)

This Ticket is to be given up by the Enginedriver, immediately on arrival, to the person in charge of the Station to which he is authorised to proceed, to be dealt with as the latter may be instructed by the Superintendent of the Line.

REGULATIONS FOR WORKING SINGLE LINES BY ONE ENGINE ONLY AT THE SAME TIME.

One Engine in
steam, or two or
more coupled
together, only on
Line at same
time.

380. Only one Engine in steam, or two or more coupled together, which are then to be treated as one Engine or Train, must be allowed to be on the Line at one and the same time, except in the case of an Engine or Train becoming disabled and requiring assistance, or an accident occurring which renders it impossible for the Engine to proceed, when the Guard in charge must instruct the Enginedriver to keep the Engine stationary until his return, and then make the best of his way to the Station whence assistance and inform the person in

charge there of the circumstances, who will, on receipt of such information, allow a second Engine to enter the Line. The second Engine must be accompanied by the Guard of the disabled Engine or Train, who must explain to the Enginedriver where, and under what circumstances, the disabled Engine or Train is situated.

Guard responsible for safe working of Line.

381. The Guard of the disabled Engine or Train will be held responsible for the safe and proper working of the Line until both Engines have left it, and it is again clear.

In absence of Guard, Fireman responsible.

382. Should an Engine without a Guard become disabled, the Fireman must perform the duties prescribed for the Guard.

Points to be
kept locked.

383. All Points on the Single Line, or giving communication with it at intermediate Stations and Sidings, must be kept securely locked, except when they are actually being used for the purpose of shunting vehicles with the Engine working the Line.

REGULATIONS
FOR WORKING THE
LICKEY INCLINE
BETWEEN
BLACKWELL & BROMSGROVE.
DESCENDING.

384. The Enginedriver of every Down Train must bring his Train to a stand at the top of the Incline, and must not proceed forward until he has received permission to do so from the Breaksman.

385. No Train must descend the Incline without being accompanied by one of the Breaksmen appointed for this particular duty, who must have the

entire charge of the Train during its descent, and the Guard, Enginedriver, and Fireman must act under his directions. The Breaksman's Signals are—To start the Train, one whistle ; to shut off steam, two whistles ; to apply the breaks, three whistles ; the latter Signal when repeated, means to apply the breaks forcibly ; to ease the breaks, one whistle.

386. Light Engines may descend the Incline without being accompanied by a Breaksman.

387. Drivers of Down Trains approaching Bromsgrove must whistle once if going on to the Platform Line, and
 3 if going on to the Main Line.

388. All Down Trains must be turned on to the Line indicated by the whistles given, except that when the Breaksman shows a Red Flag by day, or a Red Light by night, the Train must be turned on to the Main Line.

389. The Signalman at the foot of the Incline must not give permission for any Train to leave Blackwell when any obstruction exists on the Down Main Line, or on the Down Platform Line, nor until permission has been obtained on the Block Telegraph for the Train to proceed to the next Signal Box.

390. Guards of Down Goods and Mineral Trains must receive their in-

structions from the Breaksman as to whether to shunt at Blackwell or go forward, and the Breaksman must not allow any Goods or Mineral Train to descend the Incline, unless there is clearly sufficient time for it to descend without delaying a Passenger Train.

391. Passenger Trains must not descend the Incline at a greater speed than 20 miles per hour, and Goods and Mineral Trains 12 miles per hour.

ASCENDING.

392. All Trains requiring assistance st be brought to a stand at Broms-
re until an assistant Engine is imme-
the last Vehicle.

EXTRACTS FROM ACTS
FOR
REGULATING RAILWAYS,

5 & 6 Vic., Cap. 55, Sec. 17.

It shall be lawful for any Officer or Agent of any Railway Company, or for any Special Constable duly appointed and all such Persons as they may call to their Assistance, to seize and detain any Enginedriver, Waggondriver, Guard, Porter, Servant, or other Person employed by the said, or by any other Railway Company, or by any other Company or Person, in conducting Traffic upon the Railway belonging to the said Company, or in repairing and main-

taining the Works of the said Railway, who shall be found drunk while so employed upon the said Railway, who shall commit any Offence against any of the Bye Laws, Rules, or Regulations of the said Company, or who shall wilfully, maliciously, or negligently do or omit to do any Act whereby the Life or Limb of any Person passing along or being upon such Railway or the Works thereof respectively, shall be or might be injured or endangered, or whereby the Passage of any Engines, Carriages, or Trains shall be or might be obstructed or impeded, and to convey such Enginedriver, Guard, Porter, Servant, or other Person so offending, or any Person counselling, or assisting in such Offence,

with all convenient Dispatch before some Justice of the Peace for the Place within which such Offence shall be committed, without any other Warrant or Authority than this Act; and every such Person so offending, and every Person counselling, aiding, or assisting therein, as aforesaid, shall, when convicted upon the Oath of One or more credible Witness or Witnesses, before such Justice as aforesaid (who is hereby authorized and required, upon Complaint to him made upon Oath, without Information in Writing, to take cognizance thereof, and to act summarily in the Premises), in the Discretion of such Justice, be imprisoned with or without Hard Labour, for any Term not exceeding Two Calendar

Months, or in the like Discretion of such Justice shall for every such Offence forfeit to Her Majesty any Sum not exceeding Tèn Pounds, and in default of Payment thereof, shall be imprisoned, with or without Hard Labour, as aforesaid, for such Period, not exceeding Two Calendar Months, as such Justice shall appoint, such Commitment to be determined on Payment of the Amount of the Penalty ; and every such Penalty shall be returned to the next ensuing Court of Quarter Sessions in the usual Manner.

24 & 25 Vic., Cap. 100, Sec. 32.

WHOSOEVER shall unlawfully and maliciously put or throw upon or across any

Railway, any Wood, Stone, or other Matter or Thing, or shall unlawfully and maliciously take up, remove, or displace any Rail, Sleeper, or other Matter or Thing belonging to any Railway, or shall unlawfully and maliciously turn, move, or divert any Points or other Machinery belonging to any Railway, or shall unlawfully and maliciously make or show, hide, or remove, any Signal or Light, upon or near to any Railway, or shall unlawfully and maliciously do or cause to be done any other Matter or Thing, with Intent, in any of the Cases aforesaid, to endanger the Safety of any Person travelling or being upon such Railway, shall be guilty of Felony, and being convicted thereof shall be liable, at the Discretion of the

Court, to be kept in Penal Servitude for Life, or for any Term not less than Three Years, or to be imprisoned for any Term not exceeding Two Years, with or without Hard Labour, and if a Male under the Age of Sixteen Years, with or without Whipping.

Sec. 33. WHOSOEVER shall unlawfully and maliciously throw, or cause to fall, or strike, at, against, into, or upon any Engine, Tender, Carriage, or Truck used upon any Railway, any Wood, Stone, or other Matter or Thing, with Intent to injure or endanger the Safety of any Person being in or upon such Engine, Tender, Carriage, or Truck, or in or upon *any other* Engine, Tender, Carriage, or *truck*, of any Train of which such first-

mentioned Engine, Tender, Carriage, or Truck shall form a Part, shall be guilty of Felony, and being convicted thereof shall be liable, at the Discretion of the Court, to be kept in Penal Servitude for Life, or for any Term not less than Three Years, or to be imprisoned for any Term not exceeding Two years, with or without Hard Labour.

Sec 34. WHOSOEVER, by any unlawful Act, or by any wilful Omission or Neglect, shall endanger or cause to be endangered the Safety of any Person conveyed or being in or upon a Railway, or shall aid or assist therein, shall be guilty of a Misdemeanour, and being convicted thereof, shall be liable, at the Discretion of the Court, to be imprisoned for any Term not

exceeding Two Years, with or without
Hard Labour.

*Extract from "The Regulation of Railways
Act, 1868."*

If any Person shall be or pass upon any Railway, except for the Purpose of crossing the same at any authorized Crossing, after having received Warning by the Company which works such Railway, or by any of their Agents or Servants, not to go or pass thereon, every Person so offending shall forfeit and pay any Sum not exceeding Forty Shillings for every such Offence.





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